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February 11, 1915

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Leslie's

Illustrated Weekly Newspaper
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Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

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Thursday, February 11, 1915

No. 3101

CONTENTS

| | |
|--|---------------------------|
| Cover Design, "Truce of the Storm King." Drawing by GEORGE D. DANNENBURG | |
| Scenes from the Great War Pictured by Special Artists | 124-25 |
| Editorial | 126 |
| Canadians are "Fed Up" on England. With photos | JAMES H. HARE 127 |
| French and Germans on Two Battle Lines. Photos | 128-29 |
| Germany No Menace to the United States With photos | DR. BERNHARD DERNBURG 130 |
| Little Stories of a Big War. With photos | RUTH KAUFFMAN 130 |
| People Talked About. Photos | 131 |
| Pictorial Digest of the World's News | 132-33 |
| Leslie's Export Promotion Bureau. With photo | W. E. AUGHINBAUGH 134 |
| In the World of Womanhood. With photos | FRANCES FLEAR 136 |
| Motorists' Column. With photo | H. W. SLAUSON 137 |
| The Old Fan Says. Illustrated by "Zim" | ED A. GOEWEY 138 |
| Is Italy on the Verge of War? With photo | MARTIN MARSHALL 139 |
| Jasper's Hints to Money-Makers. With photos | 140 |
| Things You Want to Know About | 141 |

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Scenes from the Great War

SPIRITED CHARGE BY COSSACKS

This drawing by the well-known Russian artist John Vladimiroff, who is representing Leslie's and The Graphic with the Russian armies, shows the Siberian Cossacks, the flower of the Russian cavalry, charging a German cavalry outpost. These troops on their wiry little Siberian horses are among the most efficient in the world. What they lack in weight and training they make up in hardiness and horsemanship. The Cossack spends most of his waking hours on his horse. When the Siberian army was mobilized many Cossacks rode hundreds of miles to reach the railroad. Cossacks have played an important part in the campaigns in East Prussia, Poland and Galicia.



RUSSIAN GUNS SMASH A GERMAN PONTOON BRIDGE ACROSS THE VISTULA

During the campaign against Warsaw the Germans made many attempts to cross the Vistula. The final one was made at a point far above the principal scene of battle and the Russian commander was warned of it by Russian peasants. A battery was hurried to the spot and opened fire on the pontoon bridge when it was nearly finished. It was smashed in short order.

The skill of the Germans in bridge building and railroad construction is remarkable and frequently gives them an advantage over their enemies. This drawing was made by L. Czerniewski, a Polish artist with the Russian army. The Russians have given correspondents and artists more courtesies than have the other Allies.

arPictured by Special Artists



BRITISH AND FRENCH SHOULDER TO SHOULDER

A patrol of the Allies cutting their way through a town in France held by the Germans. Fighting usually centers around cities and towns, which afford protection to the side that is on the defensive, and sometimes a battle for the possession of a single village lasts for days, street after street being taken in desperate bayonet charges. The incident depicted by Artist Ralph Cleaver is of a different nature. A patrol of British and French cavalry, supported by infantry, has charged a village in a desperate attempt to rush the Germans out of it. The censor would not allow the name of the place to be given, but the drawing was made from a description by a French soldier who took part in the charge.



A BIT OF WARM WORK NEAR YPRES

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Godfrey, of the Royal Berkshires, who was wounded in the fight pictured here, furnished the material for this spirited drawing by Dudley Tennant. His battalion had been shelled by the Germans all day, and just before dark the order came to attack a German position in some houses near Ypres. The British rushed the enemy and fought stubbornly hand-to-hand for the position, which they finally took, but not without severe losses.



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THE END OF A FAITHFUL HORSE

Many of the British Yeomen went to war mounted on horses that they had reared on their own farms, and the death of these faithful animals is always sincerely mourned. The army has a most efficient organization for the treatment of sick and wounded animals, known as the Blue Cross. Horses that are beyond help are mercifully killed, while those that can be treated are placed in the care of veterinarians. So many horses have to be replaced that the question of remounts is already a serious one. Thousands of animals are being bought in the United States for the Allied armies.

Leslie's Illustrated Weekly Newspaper

New York, February 11, 1915

EDITORIAL

Let the Thinking People Rule!

Prosperity at the Door

THE year 1915 will be an epoch-making year for the United States if we move in the light of experienced statesmanship. Four potential influences are at work to develop a permanent export trade for us at a time when we are over-crowding the domestic market. We are compelled to seek outlets abroad for the products of our labor and capital or to entail suffering on both. These four potential, far-reaching influences are as follows:

The opening of the Panama Canal, generously built by the United States for the benefit of the world's commerce, at a cost of \$300,000,000.

The establishment of a new banking system which will enable our national banks to establish branches abroad and give us financial independence from Europe in our international banking. This means that the American dollar as well as the English pound sterling will become the basis of international exchange.

The withdrawal or crippling of foreign shipping to the extent of 5,000,000 tons—almost one-fourth of the world's tonnage—from the carrying trade as a result of the war. This terrific struggle has driven German and Austrian tonnage off the sea and into the docks. It has compelled France and Great Britain to requisition 2,000 steamers for the transportation of troops and supplies and for other uses of war, and thus crippled foreign commerce.

The enormous extension of our export trade by the demand for ammunition, food, clothing and other supplies of manufactured material and the increasing demand for the raw material which we alone are able to furnish to the warring world.

Thus we are the most favored of all nations, if we are wise enough to recognize and make the most of this wonderful opportunity. It is one that seldom comes to any nation.

Prosperity stands knocking at our door. Will the demagogues continue to block the way?

Reaping the Whirlwind

FOLLOWING the resignation of General Gutierrez as provisional president of Mexico and the naming of General Garza as his successor came the suggestion that Villa should take northern Mexico for himself and leave the southern half of the republic to Carranza. This is not a new idea to Mexico. The peoples of the north and the south have racial and social differences, and one of the political grievances of the northern states is that the south has furnished most of the rulers since the beginning of independence. Our perplexed administration at Washington might welcome this division as a possible remedy for its many blunders in Mexico. It is even conceivable that it may foster the movement in a stealthy, Bryan way.

But will division into two parts bring peace to Mexico? We may well doubt it. Carranza would have to reckon with Zapata, who has waged continual rebellion against all governments since Diaz, to say nothing of lesser ambitious chiefs. Villa, shrewd bandit that he is, could never reconcile the various factions in the north. Two Mexicos would merely double the opportunities for revolution. Still, it might seem impossible for conditions to become worse than they now are.

In forty-six months since Porfirio Diaz resigned the presidency and went into exile to prevent further bloodshed, eight successors have passed through the National Palace. Only one of them gave any promise of re-establishing peace and order, and he was forced out by the blundering State Department at Washington at a cost of 20 American lives and \$10,000,000. Never was a higher price paid to plunge a neighboring and friendly country into the depths of murder, rapine, robbery and despair.

Victoriano Huerta, in that part of the country to which his rule extended, preserved order, gave guarantees for the safety of life and property, maintained the courts and carried on a civilized government. He was president in fact as well as in name, and was recognized as such by all the great European countries. By many well-informed persons he was looked upon as the right man to restore Mexico to the high place that it held under the wise and wholesome rule of Diaz. He failed because of interference with Mexico's domestic affairs by the United States, and no man has arisen capable of filling his place.

To-day there is no government and no security in Mexico. Anarchy rules from the Rio Grande to the isthmus and from coast to coast. Peons, mule drivers, adventurers and bandits exercise military authority for their own benefit and the respectable citizens of the country are in hiding or in exile. Business and industry are paralyzed, the currency is debased beyond belief, starvation has millions in its grip and claims upon the United States by foreign powers, for damages sustained by their citizens in Mexico, are accumulating and may reach startling figures.

But worst of all to good Americans is the spectre of unavoidable intervention that looms ever nearer. Will President Wilson be able to avoid war in Mexico?

The Soundest Industrial Policy

By JOHN D. ROCKEFELLER, JR.

IBELIEVE that the ultimate object of all activities in a republic should be the development of the manhood of its citizens; that such manhood can be developed to the fullest degree only under conditions of freedom for the individual, and that industrial enterprises can and should be conducted in accordance with these principles. I believe that a prime consideration in the carrying on of industry should be the well-being of the men and women engaged in it, and that the soundest industrial policy is that which has constantly in mind the welfare of the employees as well as the making of profits, and which, when the necessity arises, subordinates profits to welfare. If, with the responsibilities I have and the opportunities given me, I am able to contribute toward promoting the well-being of my fellowmen, through the lessening of injustice and the alleviation of human suffering, I shall feel that it has been possible to realize the highest purpose of my life.

Make a New Year's Resolution to Save

IT is hard to teach thrift to men and women who for years have had wasteful habits. Before the present era of extravagance set in, it wasn't necessary to teach people to save. Everybody but the tramp, the beggar or the town charge did so. Now we offer prizes to workingmen to induce them to save a little of their money. The Washburn-Crosby Company of Minneapolis recently put an extra check for \$25 into the pay envelope of each of 700 men employed in its mills. The only condition attached to the bonus was that every recipient should open a savings account. The company will not question the right of every man to withdraw the money, if he so desires, and to spend it foolishly, but it offers to pay every man a year hence one-half as much as the increase in his deposit for the year, up to \$25. The Company is to be commended for its efforts to inculcate habits of thrift among its employees, but what a commentary upon our times that such a plan is necessary among our workingmen.

The foundations of thousands of fortunes which people are enjoying today were laid in the frugal habits of fathers and grandfathers. Nine-tenths of the criticism directed against those who by industry and frugality have made a success of life comes from people who never learned the lesson of self-denial or saving. Many a family will suffer for life's necessities this winter simply because of wastefulness and extravagance during the summer. The sin of extravagance is not confined to any one class; rich and poor alike are guilty, the poor paying for it most dearly. Not all of the 700 employees needed to be stimulated to save, but enough certainly to make the experiment advisable.

Let children be taught that there are better uses for their pennies than the movies and the candyshops. Let servants be shown the necessity of saving in the kitchen. Let every one, rich and poor alike, acquire this lost habit of our fathers. No nation can expect to be permanently prosperous whose people are as recklessly wasteful as we have been the past two decades.

What better time than the New Year to resolve to bring in again the old-fashioned habits of thrift.

It Speaks for Itself

THE first full report of the General Education Board, founded by John D. Rockefeller, shows that in the twelve years of its existence it has given to the cause of education \$73,350,000, and stimulated other givers to swell the total to \$117,000,000. These gifts have been made without distinction as to race, sex or creed. When the Board has become convinced that any institution is worthy of aid, and the conditions as to gifts from others have been met, the gift of the General Education Board is then made outright, and the institution ever after is absolutely free from any interference by the Board.

The same papers which published this report reported also an astounding address delivered before the East Side Forum, in New York City, by Frank P. Walsh, Chairman of the Federal Commission on Industrial Relations. The big philanthropic foundations, which are being investigated by the Federal Commission, were declared to be "possible menaces to democratic institutions" by Chairman Walsh, who further suggested that the Government might take over such accumulations of wealth "by taxation similar to the income tax, and that it might administer them for purposes in the usefulness of which all the people agree." Preposterous!

Discussing the question of wages and hours of work, Mr. Walsh declared that we are getting to a condition in which the worker hardly receives wages at all, in the sense of receiving value for his work. And then, after the manner of an anarchistic soap-box orator, this Federal official described the boss as saying to his employee on Saturday night: "Here's \$20 in your pay envelope. Hold it for

me till Monday morning, when I'll get it back." Imagine a man who talks in this loose manner enjoying the authority that goes with the chairmanship of the Federal Commission on Industrial Relations.

By its full and complete report of its method and its work, the General Education Board has left nothing for Mr. Walsh to find out. It speaks for itself.

The Plain Truth

FRANK! No investigating committee ever had a more outspoken witness than John D. Rockefeller, Jr., was when called before the Federal Industrial Commission in New York City. Every inquiry regarding the Rockefeller Foundation and the conduct of the Colorado Fuel and Iron Company which appeared to be the special subject of the inquiry was answered in a straightforward way, that carried with it the best evidence of its sincerity. Mr. Rockefeller testified that while the Colorado Company had spent nearly \$100,000,000 in wages, it was paying dividends of only \$371,000; that he was not opposed to the unions or to bargaining with them collectively, but he stood for "the freedom of the individual," which is good American doctrine. As to the Rockefeller Foundation, it was brought out that its distinct purpose was to study the problems of the relations existing between capital and labor. The truth is to be sought by experts, given facilities to pursue their investigations, free from entanglements or limitations. As to young Mr. Rockefeller himself, he clearly disclosed that his highest ambition was to aid in the solution of these far-reaching and perplexing problems. His expression on this point was clear. It seems as if he must have taken to heart the thought of John Ruskin that "the country is richest which nourishes the greatest number of noble and happy human beings; that man is richest who, having perfected the functions of his own life to the utmost, has also the widest helpful influence, both personal and by means of his possessions, over the lives of others."

RAILROADS! When the people of Missouri got a chance to speak upon the full-crew law at the last election they voted overwhelmingly for its repeal, the result showing 324,000 for repeal against 159,000 on the other side. The railroads' employees themselves reached the sensible conclusion that a law requiring more men on a train than was actually needed was not to their interests any more than to the interests of the railroads. The Pennsylvania Railroad has appealed to the people that the full-crew law of Pennsylvania be repealed, and from the railroads of New Jersey and New York the same request has gone forth. But the railroads have not yet found a way to reach effectively the ear of the public. Have they not overlooked an easy and natural method of approach of which they might have availed themselves? When traveling, people want something to read, and the tremendous news sales on trains answer this demand. Now why shouldn't the publicity bureaus of the railroads have literature setting forth their side of the case available to the traveler? When traveling on a railroad that is giving the best possible service, one would be more ready to respond to a plain statement of the case of the railroads than at any other time. The railroads do not even exercise any selection among the periodicals in their library cars, those publications that offer free copies, even though they have been fattening themselves by attacking the railroads, often taking first place. Isn't it a sensible suggestion that the railroads try to reach the ear of the public through the millions of people who travel on their trains?

VICTORY! The decision of the United States Supreme Court discharging from custody two employees of the New York Tribune, whom a lower tribunal had found guilty of contempt of court, is a notable victory for the principle of a free press. Messrs. Burdick and Curtin, the defendants, had published certain information the Treasury Department wished to keep secret. In order that the Government official, who, contrary to the Department rules, gave the facts to the newspaper men, might be disciplined, the United States District Attorney in New York, at the Secretary of the Treasury's instigation, summoned the two witnesses before a federal grand jury and demanded the name of their informant. They refused to testify on the ground that they might incriminate themselves. The Department of Justice thereupon secured pardons for them from the President, claiming that these invalidated the immunity plea. The newspaper men rejected the pardons, declaring that they had done nothing for which they could be pardoned. Still declining to testify, they were brought before a federal district judge, adjudged in contempt of court and sentenced to fine and imprisonment. The case was appealed to the United States Supreme Court, which reversed the judgment of the court below, on the ground that a pardon is ineffective unless accepted by the defendant and that no man is obliged to accept a pardon. This left the immunity plea in full effect. The highest tribunal in the land has in this opinion nullified an ingenious attempt to establish a sort of censorship over the press and thus to curb its freedom, to destroy its enterprise and to impair its service to the public. We congratulate Brother Reid.

Canadians Are "Fed Up" on England

By JAMES H. HARE, Special War Photographer for LESLIE'S

Photos by the Author

TOWARDS the close of the Russo-Japanese war, I was campaigning with an English correspondent whom my use of American slang phrases offended highly. It was very cold weather and we were billeted in a dirty Chinese house and conditions were very uncomfortable, and our nerves probably a little unstrung. I remarked one day, "I am sorry I haven't kept in practice with the French language, conversationally, instead of only reading it." He replied, "It's a pity you didn't learn English." This crushing rebuke was a punishment for my use of slang, which I think is often very expressive. However, I have discovered there are some slang phrases even in England, and a new one to me is "being fed up." When I visited the Canadian troops in camp at Salisbury a few days ago, I met one of the officers attached to the Medical Corps on the train. He was returning to his duties after a visit to London. I inquired how he liked "Merrie England," and he replied, "he was fed up"; and when I reached the camps I discovered that was the general opinion. They have been "fed up" and considering what they have had to put up with, I am not at all surprised. In fact, I was greatly impressed with the cheerfulness exhibited.

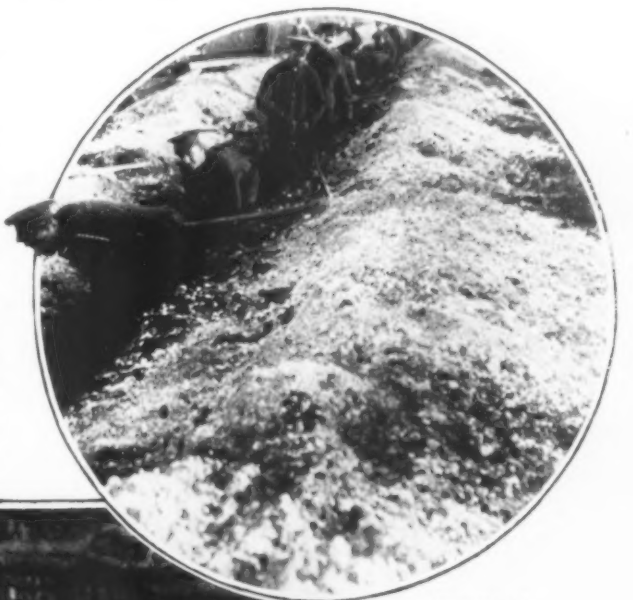
I was not aware that I had any acquaintances amongst them, yet I had not been in camp but a few minutes when I discovered a friend from Brantford, Ontario, and later several from all parts of Canada, and, in reply to my rather leading question of weren't they tired of being in camp, they all replied they were "fed up"—but did not complain.

If it were necessary to train them more thoroughly, they did think a more desirable location might have been selected. When you found that you sunk into mud not only over your boots, but even over your puttees, there did seem some cause for complaint. Camps had to be frequently changed to fresh sites so as to get away from the mud, as it was impossible to clear it away. Nearly all the men agree that they

incessant wet weather and most of the troops have now been quartered in wooden huts.

There is one thing you must admit is superior here, and that is the road-making. Most every village seems to vie with the others to see which can produce the best roads. Evidently the politicians here don't fatten off the fund that is reserved for making roads. I am amused at the great steam lorries or tractors that are allowed to use the English roads, even in large towns. In London, for instance, tractors heavy enough to tear up any road, roll along, giving off offensive smoke and steam in great quantities. I presume the cost of operation of such vehicles must be less than that of motor trucks or they would not be kept in service. They must be quite expensive to purchase in the first instance as they are regular locomotives.

One other complaint the men have is that



EXPERTS AT DIGGING

The Canadian contingent expected to get to the front quickly, but they have been held in England for months. Trench digging is a part of their education for war.

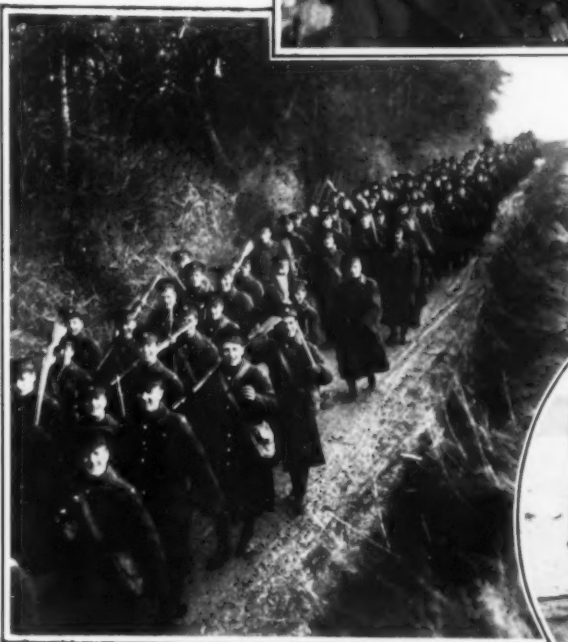
by using a charabanc, or rubberneck motor, in which many ride at once and so go cheaper.

The last time I visited camp, as I was going out, I met a regiment, the Thirty-eighth, on a practice hike, so joined them and tramped a dozen miles, much to the amusement of the rank and file, who made many personal remarks such as "You'll get an appetite, hey! Point the camera this way! Take us! we're the best looking!" And when I wanted to take a view from the rear as they



HIKING IS TIRESOME

After about 20 miles over country roads any body of soldiers is glad of such a rest as this. The Canadians are good on the march.



A PART OF THE THIRTY-EIGHTH REGIMENT
Mr. Hare met them on the march and tramped a dozen miles with them. The rank and file do not complain, beyond saying that they are "fed up" on camp life in England.

have never seen anything to equal this mud, but I have a very vivid recollection of our American camps near San Antonio in 1911 where, if it didn't equal the mud of Salisbury Plain, the Texas gumbo ran it a close second. Of course, everybody in England tells you so much rain is unusual; in fact, a suggestion has been made that it is on account of the heavy artillery fire on the Continent that the rain has occurred; yet I saw a bronze tablet on a house in Shrewton, near one of the camps, placed in commemoration of the flood of 1841, so there have been floods in this vicinity before.

One regret I did hear expressed was that, when they made inquiries as to the advisability of bringing their own tents, they were told not to—as there were plenty here; but they all insist the English tents are not so good as theirs. Of course, it is a severe strain on any tent, this



MUSIC AFTER THE STORM

A storm removed the tent from over the piano at Bulford Camp, but the soldiers still coaxed music out of the instrument.

when they are allowed liberty and want to go to town, the nearest one, Salisbury, is 10 or 15 miles away, according to where they are camped, and the motor taxicabs charge so much they believe they are discriminated against. Being Canadians, and considering they have come here to volunteer their services for the welfare of the nation, they feel hurt at it, but when the taxi drivers are out of the jurisdiction of the city of Salisbury they can make their own rates. In ordinary times the average Englishman would not dream of taking a taxi to or from town, but compromises



STEAM LORRIES ARE HARD ON ROADS

Many of these immense tractors are used to haul transport wagons, on train. They damage the splendid English roads, but everything goes in war times.

marched away from me, remarked "Take our faces, don't get in your dirty work by leaving out our faces, Pop!" Fancy! pop to me, and I thought I was a young fellow.

Anyhow, I can see very plainly that if the rank and file have their way I shall have every opportunity to make plenty of photographs. In fact, when they halted for lunch one of the officers told me, "We have decided to adopt you, Mr. Hare, as our own war photographer." I am afraid, however, Lord Kitchener may have some views in the matter. Some of the men carry their own little kodaks and use them when it doesn't interfere with their duties. I have found these Canadians to be jolly good fellows and full of soldierly qualities. They are sure to distinguish themselves when they get to the front.

As I wanted to return to Salisbury to keep an appointment, I did not march back to camp with the regiment, but walked another three miles to Amesbury en route for Salisbury, and was agreeably surprised to find my way took me right past the famous Stonehenge monuments, which have defied speculations as to the cause of their existence, the generally accepted opinion being that they were used in connection with some Druid ceremonies and are supposed to have been built about 1600 B. C.

French and Germans



LESTER FRANK-REID

GERMAN LANDWEHR HAVING A JOLLY TIME AT THE FRONT

In this interesting photograph we see a barracks that the Hanseatic Landwehr built of corrugated metal in a village of East Prussia near the Russian frontier. Here they live in comfort. They have organized an orchestra, and to its strains the police work of the camp is done. In this instance it consists of shoveling snow. The German is fond of music, and wherever possible has a band. In its absence the men sing, their preference being for sentimental and patriotic airs, in marked contrast to the British, who go down to the Valley of Death with rollicking music hall songs on their lips.



DINNER ON THE MARCH

German troops halt for the midday meal. Note the camp kits in the hands of several. These are light and compact, yet include all the accessories for a comfortable meal. Every soldier carries an emergency ration, which includes a compound of meat extract and vegetables in condensed form, which when dropped into hot water makes a thick, nourishing soup. The food problem is evidently growing acute in Germany, as the government took charge of all stocks of flour on February 1st. It was announced that this was done to prevent waste and not because any actual shortage was threatened. The civil population has been living on "war bread" for some months.



LESTER FRANK-REID

GASOLINE IS NOW ONE OF THE MOST IMPORTANT OF WAR MATERIALS

This photograph shows German soldiers in Sieradz, Russian Poland, distributing the supply of fuel for the motors. There is evidently no shortage at this particular place. Much speculation is being indulged in as to the length of time Germany's supply of petrol will hold out. Undoubtedly an immense quantity was on hand

when the war started, but the demands upon it are tremendous. It is used for automobiles, aeroplanes, dirigibles and submarines, and modern war cannot be carried on without it. If Germany's supply runs short she may be able to substitute alcohol, of which she can manufacture large quantities.

On Two Battle Lines



UNDERGROUND QUARTERS OF AN ADVANCED FRENCH POST

UNDERWOOD & UNDERWOOD

The soldier of to-day, when on duty in an advanced position, is essentially a burrowing animal. He must have the shelter of the earth from the deadly artillery fire. When in the trenches he deepens these defenses and makes underground rooms for himself. When in reserve near the front he lives largely behind heavy walls or in cellars. This photograph shows a detail of French infantrymen quartered in a cellar, where they are making themselves as comfortable as possible. Military service in France is universal and among the men who lead these rough lives are many who have been reared in luxury, and to whom discomfort and privation were unknown until they entered the war. They are good soldiers, however, and the hardships are borne with the same equanimity that wounds are. It is all for "La Belle France."



WHERE WAR RAGES

French troops in the trenches where an attack may be expected at any time. The earth embankment is strengthened by stakes driven deep into the ground, while the huts in which the men are sheltered are covered with branches of evergreen trees. This winter has been a trying one because of the excessive amount of rain in northern France. The men in the Vosges Mountains have been much more comfortable than those in the low ground because they have had more cold and snow and less rain and mud.



MOVING ARTILLERY IN THE DIFFICULT PASSES OF THE VOSGES MOUNTAINS

PHOTO ILLUSTRATING

The offensive movement of the French against Alsace-Lorraine has been largely fought in the mountains, where the military problems are very different from those of the big field of operation in Belgium and the champaign country. In the mountains artillery and supplies have often to be transported over trails where wagons

cannot go, and the pack mule becomes an important factor. In the photograph a 65-millimetre gun has been dismantled for transport on mule-back. Note the large cross to the left, indicating that a man lost his life on that spot. The custom of erecting crosses to mark sites of tragedies still continues among the peasants.

Germany No Menace to the United States

Dr. Dernburg Replies to Mr. Poultney Bigelow's Prediction of Future Trouble

EDITOR'S NOTE:—In a statement in a New York newspaper recently, Mr. Poultney Bigelow, the well-known journalist, and author of several books on Germany, said that in the event of Germany's defeat by the Allies she would sooner or later seek an outlet for her expanding population and commercial activities in America, and that a clash with the United States would be inevitable. He further expressed the opinion that Germany would be defeated by the Allies. His theory of her probable aggression was that she would

seek territory in South America, in defiance of the Monroe Doctrine. Mr. Bigelow's long and intimate acquaintance with Germany, and the fact that he was a schoolfellow of Emperor William and his personal friend in later life, gave weight to his utterances. The import of his statement was so serious that the Editor of LESLIE's asked Dr. Bernhard Dernburg, former German Secretary of Colonial Affairs, and now spokesman in the United States for the German people, to reply. His letter is printed as written.

TO THE EDITOR OF LESLIE'S, SIR:—

I N a recent letter to the New York Times Mr. Poultney Bigelow wants America to prepare against the probability of a German invasion. I have deliberated for a long time whether I should reply to the same, because the idea seems to me so preposterous that I fear that even the discussion of such a matter, which to a sane German mind is as far away as the moon, might give it undue credit by being seriously treated. But I make use of your permission to shortly reply to it.

In Mr. Bigelow's opinion Germany will, either very shortly or after some years, be compelled to sue the Allies for peace. There is certainly nothing in the situation that bears out any such contention. In this struggle it is not the number that counts. Certainly, Russia has by far the strongest army numerically. What have they been able to do to Germany? To-day there is probably not a single Russian armed soldier on German ground, while an army of prisoners, certainly now more than 600,000, are in our captivity. All the Western part of Poland is firmly held by Germany, including the most important railway centres, a number of large cities and of manufacturing centers. In spite of the vastly superior numbers and of a mobilization commenced long before the German mobilization, the Russian war machine is breaking down at several points; artillery and ammunition are lacking, prisoners are brought in in the most pitiful condition, without clothing and half starved, and after five months of war Russia has not been able to make the slightest impression on the German forces. Why we should suppose that the new material coming in should be better than the old, especially as a moral element is absolutely lacking, as against the German soldier, who knows that if he does not prevail his country will be crushed by his spiteful enemies, I am unable to see. The Russian soldier does not know what he is fighting for, the Serb is Hecuba to him and certainly not worth spilling his blood for.

The same holds good as to the German position in France. The northern part is firmly in the German grasp, as is all of Belgium; the French military force is absolutely spent, and against Mr. Kitchener's improvised army there are now about 2,000,000 German soldiers in training. On sea, I think the laurels are at least even. Now there remains the chance of starving Germany out; but England itself does not believe in that possibility.



DR. BERNHARD DERNBURG
He is presenting Germany's cause to the people of America in a forceful way.

Would they else make such a hue and cry about a few million starving Belgians, whom they brought into that pitiful condition, if they believed that they could do the same to 110,000,000 Germans and Austrians? So I do not think Mr. Bigelow is justified in his assumption, and therefore, his first reason that Germany would have to do something to retrieve her lost prestige by performing some unheard-of feat, such as invading the United States of America, falls to the ground. I can assure Mr. Bigelow that no prestige will be lost.

America, Mr. Bigelow thinks, will be attacked on the Orinoco and the Rio de la Plata, or even on the Ohio and the Hudson. I did not know, so far, that the Ohio River had a vulnerable outlet to the sea. As far as my geography goes it is a tributary of the Mississippi, several thousand miles from its mouth, and Mr. Bigelow must excuse me for considering such a statement perfectly ridiculous.

Germany has never wanted war, she could never conduct a war 4,000 miles from her base, with a host of jealous nations around her, and with a people who love peace and long for it, and it would be pure insanity to try to fight

a nation of 100,000,000 people, such as the United States is, for no serious purpose whatever.

Mr. Bigelow says that Germany has constantly disregarded the Monroe Doctrine. This is quite untrue; the only country that ever seriously challenged it was England, and she is also the only country with a fringe of naval stations all around the world, especially near the east coast of the United States. But what Mr. Bigelow does not understand is that there is no blessing in governing subject people such as the Brazilians and the Argentines would be, and that all the ends of Germany could be attained under a free trade, an equal opportunity to all nations, and a free sea. The history of Europe shows that attempts of forcefully subjecting other races are bound to fail, and Germany will certainly not commit herself to a policy that would constantly be a drain on her resources. Germany is a democratic nation, that is to say, the will of the people must be enlisted in order that the constituted authorities can carry out any big scheme successfully. She is the only nation that has never made a conquest for 44 years, as against Great Britain, who out of mere love for the small nations has overrun two Boer republics, killing over 20,000 women and children in the concentration camps, taken Egypt against her pledged word, the south of Persia and a part of Siam; as against France, who probably from the same generous motive has taken Morocco and Tunis, Sudan and Madagascar, Indo-China and Tonkin; as against Russia who occupies the northern part of Persia, all of Turkestan, Mongolia, the northern part of Manchuria and has rewarded her allies of 1878, the Rumanians, by tearing from them Bessarabia. While England has had two wars with the United States, Germany has always kept her peace with the United States. England disarmed American soldiers in Washington and then let loose the Mohawks and other Indian tribes to murder men, as well as innocent women and children, with their tomahawks. It is certainly not the German nation, whom the United States would have to fear, if any nation ever tried to attack her.

Yours very truly,

B. Dernburg

Little Stories of a Big War

1—The Little Volunteers

By RUTH KAUFFMAN

THE Boy Scouts in Great Britain have proved themselves a valuable little volunteer army. When, on the night of August fourth last, King George came out on his balcony at Buckingham Palace, and announced to the throngs of people assembled in the square below, that a state of war existed with Germany, a patriotic cheer was the immediate answer. But not far away there was another answer. The clerks at the war-office and the admiralty rose, and practically in a body, took up arms. Now the war-office and the admiralty headquarters, more than anyone else, needed their men; their work was doubled rather than halved. Above all, they had to send and receive messages. They could not trust new and strange clerks, who might be in the employ of spies. Someone suggested Boy Scouts.

As a result a troop of eager, active lads, offered their services, without pay, with only the desire to help their country to the uttermost. There was no limit to their willingness. A paid errand-boy would have taken his work leisurely; the Scouts, with their shining faces, ran to their destinations. They would have died rather than give their messages to the wrong persons. Never had Britain more faithful servants.

When the Belgian refugees began to pour into England, it happened that a certain town near London gave five hostels to welcome and care for some of them. The Belgians were in no state to look after themselves at first, and, though food and shelter were given them, the housework had to be undertaken, at least temporarily, by the inhabitants of the town, whose time was already sorely pressed by their many charities. Here the Girl Scouts filled in the gap. It was the Girl Scouts who swept and made beds, and washed dishes and gave up every moment,



BOY SCOUTS ON DUTY AT SCARBOROUGH
These lads proved of the greatest service during the confusion that followed the bombardment of the coast towns. They are splendidly organized.

gladly, to the homely tasks that presented themselves.

Then another difficulty arose. Belgian refugees were a thing unheard of in any country. In conservative England any foreigner, save a tourist, has always been a matter of wonder. Crowds came from everywhere to look at the newcomers. Before the legitimate inhabitants of the town well knew what was occurring, the hostels were invested by morbid curiosity-seekers, who came to see if the Belgians really suffered and, if so, to pity them; to see what they looked like and how they spoke. The worst of it was that always, among the curious, were those who belonged—people from Relief Committees, Belgian friends

and relatives. The Belgian families had been scattered and separated with more ruthlessness than was that little Arcady in Canada, made famous to every American school boy and girl in America, by Longfellow—that place whence men and women and children were torn from one another's very arms and packed into ships, and sent to the various ports of our thirteen colonies. Someone again had a brilliant idea. Ten Boy Scouts were requested from London.

Two of these were stationed at the door of each hostel. They were given no instructions except that they must keep intruders away. They were strangers to the town, and their task was not light, for not only was it their duty to fulfil the command and see that the Belgians were left undisturbed, but they were under vow to their order to act always with intelligence and politeness.

The trouble ceased. A few days later, one of the leaders of the community was curious enough to ask one of the two stolid guardians of one of the hostels, how he managed things so well.

He touched his cap.

"If they're not the people that come to work," he answered, "I ask them the name of the person they want to see. If they can't tell me, and say anyone will do, I don't let them in; if they name some one that is out, I tell them when he'll be back; but if they say somebody else will do, I don't let them in."

"Hum! But," objected the inquisitor, "there must be among your applicants a lot of Belgians looking for possible relatives or friends; they would hardly be able to ask for anyone in particular."

"Oh," answered the boy, "if they talk a language I don't understand, then I'm sure they're all right, and I let them in."

People Talked About



CAUSED A SENSATION

In reorganizing the Reclamation Service Secretary of the Interior Franklin K. Lane stirred up trouble by removing Frederick H. Newell, who was appointed Director of the service by President Roosevelt 13 years ago. He has been responsible for the expenditure of \$90,000,000 in reclamation work. No reason for his removal was given except that the positions of director and chief engineer were to be combined and that A. P. Davis, who held the latter position, would be retained. Mr. Newell has been appointed a consulting engineer.



ASKING AID FOR SERBIANS

Madame Grouitch (on the left) and Mlle. Hosanich arrived recently in New York for the purpose of raising funds in America to aid the starving Serbians. Mme. Grouitch, wife of the Serbian Under Secretary of State for Foreign Affairs, was formerly Miss Mabel Dunlap of West Virginia.



ENGINEMAN'S WONDERFUL RECORD

James Wing Chamberlain, of Dorchester, Mass., has completed 83 years and seven months service as an engineman on the Boston & Albany Railroad without a demerit. His experience covered the development of railroading from the 18-ton wood-burning locomotives of two generations ago to the 200-ton monsters of today. His long and efficient service is an inspiration to all workmen. He has been placed on the pension list of the railroad.



HAS FOUGHT THREE DUELS IN THE AIR

M. Gilbert, the aviator, now serving as a pilot in the French flying service, has, according to official reports, fought with three German aeroplanes, and has brought them all to earth. His most recent exploit was on January 10th, when, with Lieut. de Puechredon, he pursued and shot Pilot Miller and Lieut. Falkenstein in a German machine, and brought them to the ground, where they were made prisoners.



WANTS PAY FOR MILITIA

Captain C. B. Blethen, of Seattle, representing the Adjutant General of Washington, recently at the militia conference at the national capital advocated the plan of putting the state militia on the national pay-roll. He contends that many good men are kept out of the militia because they cannot afford the expenses connected with it. Capt. Blethen is managing editor of the Seattle Times.



WON A TWELVE YEAR FIGHT

D. E. Lowe, famous as "The Danbury Hatter," has just won, in the United States Supreme Court, his suit against the United Hatters and the American Federation of Labor, growing out of the boycott placed upon his firm as the result of a strike 12 years ago. The boycotters will have to pay him \$252,000 damages. Mr. Lowe, when the union told him, at the beginning of the strike, that they "wanted him" replied, "Well, you won't get me." And they didn't.



OREGON'S FIRST WOMAN LEGISLATOR

Miss Marion B. Towne, elected last November as a representative from Douglas County, will have the distinction of being the first woman to sit in the lower house of the Oregon legislature. Gov. West has announced the appointment of Miss Kathryn Clarke, of Glendale, as senator to fill a vacancy, but the Attorney General ruled that the governor had no authority to make the appointment and the matter has gone to the courts.



A CHAMPION RIFLE SHOT

Miss Clara Weller, of Des Moines, was recently awarded the silver button of the National Rifle Association for making a score on the rifle range of 84 out of a possible 100. She is a member of the first girls' rifle team organized west of the Mississippi River. She is 17 years old and the daughter of the head of the Greek department of the University of Iowa.



GIVEN A MEDAL FOR SAVING THE LIFE OF ONE OF HIS WORKMEN

President William G. Broadhurst, of the bridge-building firm of F. R. Long & W. G. Broadhurst, of Hackensack, N. J., dived from a high bridge into the icy waters of the Passaic River last December, and at the imminent risk of his life rescued a workman who had slipped from the bridge. A month later his

employees gave him a medal suitably inscribed. Mr. Broadhurst is indicated by a cross in the picture. The men around him are the members of the construction crew who gave him the medal. George Lapushnick, the man rescued, is the fourth from the right in the second row.

Pictorial Digest of the World's



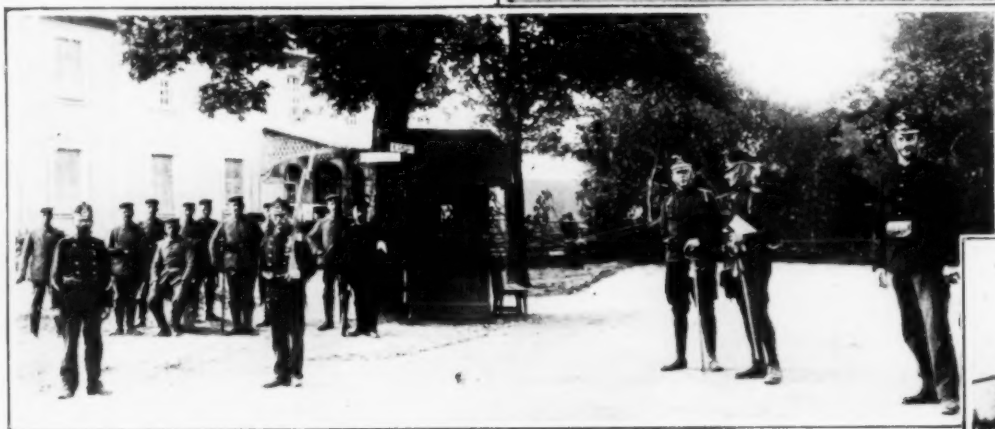
POLISH PEASANTS AS REFUGEES IN WARSAW

The Polish city of Warsaw has been on the edge of the battlefield since October. At one time the Germans were within six miles of its outer defenses. Frequently the sound of the cannon could be heard in the city itself. Warsaw has been overrun by homeless people, flying before the warring armies. Our photograph shows a group of these unfortunates. The able-bodied men are in the army or have been taken prisoners by the Germans. Warsaw is like a vast hospital, as the wounded pour in all day long.



SOUTH AFRICA GOES TO WAR WITH THE GERMS

This photograph, from our Cape Town representative, shows the removal of a big gun from the Boer army. The Boer uprising delayed the campaign against the Germans. The photograph shows the removal of a big gun from the Boer army. The Boer uprising delayed the campaign against the Germans. The photograph shows the removal of a big gun from the Boer army.



GUARDING SWITZERLAND'S NEUTRALITY

Sturdy little Switzerland has mobilized her army of 400,000 men, more than four times as many as our regular army and about five times as many as we could mobilize for defense, including the National Guards. Yet Switzerland has a population of less than three and a half millions. Every Swiss man is liable for military duty until he is 48 years of age, and all are trained. The photograph shows Swiss and Germans on guard in a frontier village near Basel, the street being the boundary. The Swiss are at the right.



OUR NEWEST BATTLESHIP

The *L. 1*, the largest submarine ever built, is being launched from the Fore River shipyard. The boat is being launched from the Fore River shipyard. The boat is being launched from the Fore River shipyard. The boat is being launched from the Fore River shipyard.



A FRENCH WARSHIP TAKING ON HER BEEF SUPPLY

This interesting picture was made in one of the northern French ports, but the cautious censor would not allow the name to be given. It shows how the ships load the cattle required to furnish their supply of fresh beef. So far the French navy has bombarded Austrian ports on the Adriatic and has joined with British vessels in blockading the Dardanelles. On January 31st a German submarine

torpedoed two merchant vessels off the French port of Havre. If this activity continues the Allies will be compelled to convoy all merchant vessels approaching French and British ports with a strong force of light cruisers and destroyers. Much uneasiness is felt in France and Great Britain over the successful operation of submarines against the merchant marine.



The wounded man, who was taken off the *Coco*, is being treated in the hospital. The photograph shows the man being treated in the hospital. The photograph shows the man being treated in the hospital.

of
d's News



R. WITH THE GERMANS

own representative, shows Colonel the British in Cape Town, run from Germany preparatory to German Southwest Africa. The plan is that much has been



NEWEST AND LARGEST SUBMARINE LAUNCHED

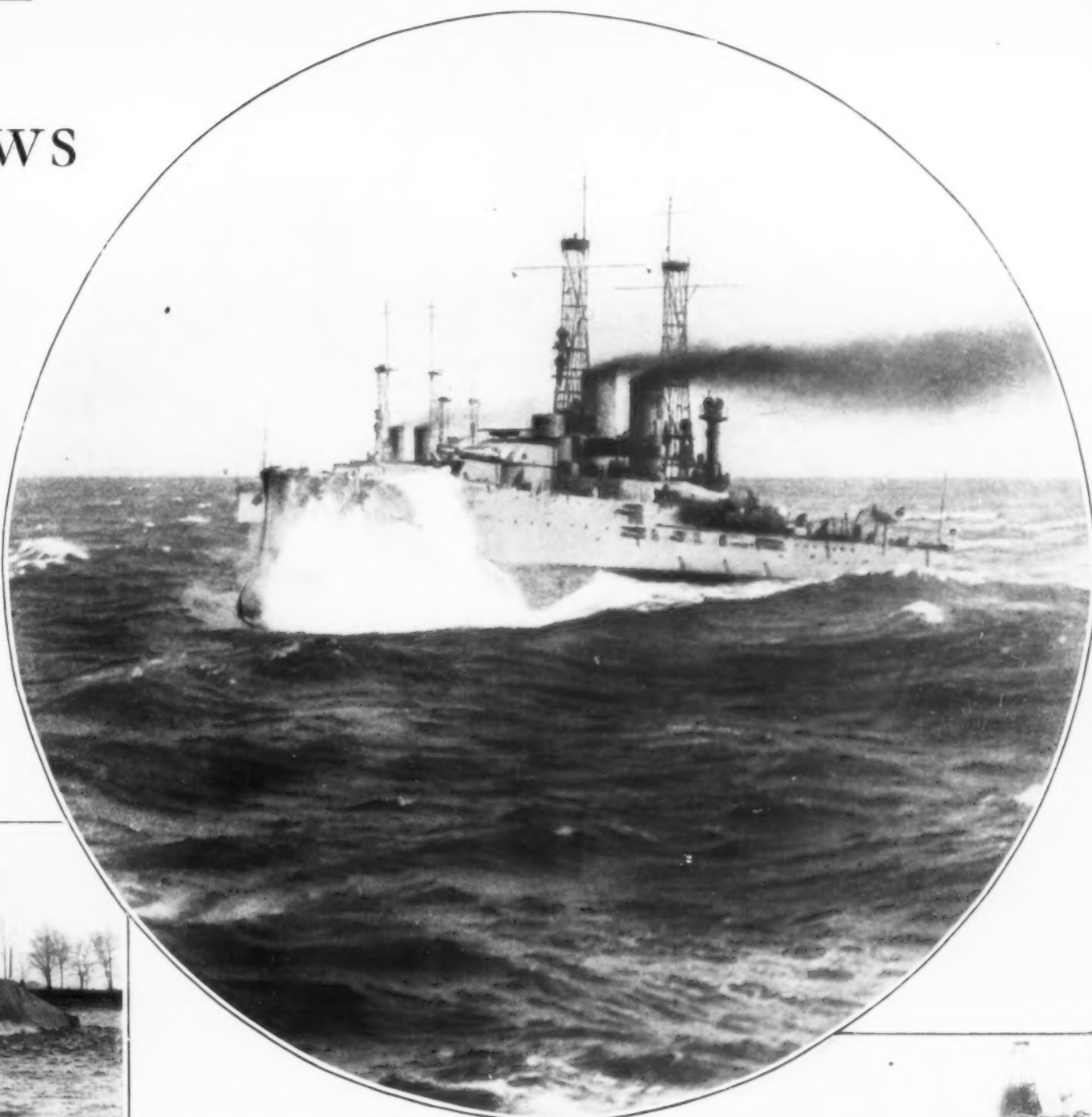
test submarine built for the United States navy, was launched at Ripponden on May 20th. Lieut. Freeland A. Daubin has been despatched to the vessel. Mrs. Daubin was given the privilege of christening it and will be ready for service with all possible speed. Our submarine is in good shape. Many of the boats are old and of little value. An inquiry on December 1st was testified that at that time only one boat was fit for active service.



WOUNDED SURVIVORS OF THE EMDEN IN A COLOMBO HOSPITAL

German cruiser *Emden*, destroyed
Coco Island in the Indian Ocean by the Australian
Sydney, en route to Colombo, Ceylon. Our photo-
shows some of the wounded members of the crew
Sydney in the foreground. They were given every atten-
Captain's uninjured members of his crew

are prisoners of war. The British authorities have shown them every possible courtesy. The pluck and daring of the captain and his men won the admiration of their enemies. The *Emden* destroyed upwards of 30 merchant vessels and two small warships before the Allies could locate her. The *Karlsruhe* and the *Dresden* are still conducting a campaign against British commerce.



THE BATTLESHIP *UTAH* IN A STORM

This remarkable picture was made during a severe storm off Cape Hatteras, and shows the splendid battleship *Utah* in a heavy sea. Note that her bow is lifted clear of the water while her stern is almost submerged. The *New York*, which was in the same storm, had to put back to Norfolk because her ammunition was shifted by the heavy seas. These ships were to participate in the official opening of the Panama Canal this month, but the opening has been postponed until July.



FIJI ISLANDERS JOIN THE BRITISH ARMY

The way that the colonials have volunteered for the war is one of the most striking evidences of the solidity of the British Empire. Early in January 60 volunteers from the Fiji Islands passed through Honolulu on their way to Vancouver. They were going to fight for the Empire, of which the Fiji Islands are a very small and very remote part. Our picture shows Fijis in one of their native war canoes.



A TRAIN THAT WAS WRECKED BY A COW

The Tampa-Jacksonville special was wrecked near Deland, Fla., on January 17, in a most peculiar manner. The engine struck a cow, hurling her against a switch post, which was torn from its foundations and partly opened the switch. The engine took the switch at 40 miles an hour, but the cars did not, and the train was ditched. Note how the rails bent into a great loop. Several passengers were hurt but none killed.

How Many Hides Has a Cow?

For shoe soles, one.

But a cow's hide, being too thick and stiff for upholstery, is split into at least three sheets, only the top one of which is natural leather. The lower, fleshy splits, after being coated and embossed to look like leather, and which make up 75% of all so-called leather upholstery, are really artificial leather of quality inferior to



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CRAFTSMAN QUALITY

For Furniture

Guaranteed Superior to Coated Splits

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Specify for automobile upholstery, Motor Quality Fabrikoid, and for tops and curtains, Rayntite Fabrikoid, guaranteed one year. Specify Craftsman Quality Fabrikoid on new furniture and for recovering. Its appearance and service will please you.

Small sample free, or a piece 18" x 25" postpaid, 50c.

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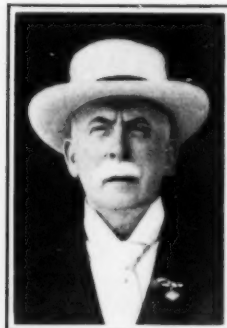
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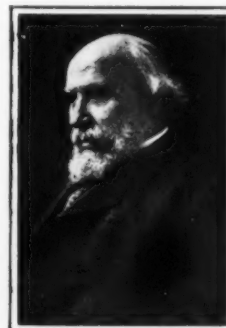
EDITOR'S NOTE:—This week Mr. Aughinbaugh reviews the Second National Foreign Trade Convention that met recently in St. Louis, and to which he was a delegate. He invites correspondence from all those interested in extending American commerce, and his advice and counsel are free to all readers of LESLIE'S. Trade inquiries are answered promptly by mail.



JAMES A. FARRELL
President of the United States Steel Corporation and one of the leading speakers at the St. Louis Trade Convention.



HENRY W. KIEL
Mayor of St. Louis, who welcomed the 600 delegates in a felicitous speech that was warmly applauded.



JAMES J. HILL
The veteran railroad man, who showed up the fallacy of government ownership of railroads in a powerful address.

THE European war has demonstrated that our foreign trade, while small in comparison with our domestic business, is a vital element in our national prosperity and therefore of immediate concern to every citizen. Individual action, however strong, cannot do justice to present opportunities for its proper expansion. Co-ordinate effort of the entire nation—manufacturers, bankers, merchants, common carriers and all others working together in harmony, with a well-defined national policy—will alone enable us to develop the possibilities which are now before us.

For the purpose of having a truly national discussion of this problem, the Second National Foreign Trade Convention was held in St. Louis, Mo., January 21st and 22nd, 1915. It was attended by about 600 delegates, from all parts of the country, representing business interests in the United States estimated at more than \$3,000,000,000. Never before has there been such a commercial gathering of captains of industry—never has there been such close attention paid to the discussion of problems before a convention. Individual advantage was put aside in the earnest effort made by the delegates to bring to the serious consideration of the nation its great opportunities in the foreign fields.

The meeting was opened by A. B. Johnson, President of the Baldwin Locomotive Works, of Philadelphia, who introduced the Mayor of St. Louis, Hon. Henry W. Kiel, who welcomed the delegates. An address was delivered by Hon. W. C. Redfield, Secretary of Commerce of the United States, who explained in detail the effort being made by his department in assisting in the extension of foreign trade.

Hon. John Bassett Moore, formerly Solicitor of the State Department and a leading international lawyer, discussed the subject of "War and Commerce." John J. Arnold, Vice President of the First National Bank of Chicago, spoke on "Foreign Banking Loans and Credits." John D. Ryan, President of the Amalgamated Copper Co., took up the question of "The Sherman Law and Its Application to Foreign Trade" and told how two Attorney-Generals of the United States had advised him differently regarding this law, thereby drawing the inference that no one really knew how to conduct his business in conformity with the law.

Other addresses were by W. L. Saunders, President of the Ingersoll-Rand Company, on "Government Regulation of Commerce"; W. C. Downs, United States Commercial Attaché, on "Problems of the Small Manufacturer and Merchant"; Prof. E. F. Gay, of Harvard University, on "Commercial Education for Foreign Trade"; James J. Hill, of the Great Northern Railway, on "Our Merchant Marine"; James A. Farrell, President of the United States Steel Corporation, on "Opportunity Knocks at America's Door"; Prof. J. W. Jenks, of the New York University, on "The Business Man and Foreign Trade"; Former Governor D. R. Francis, of Missouri, on "American Ingenuity to Command World's Commerce," and Prof. G. F. Swiggett, of the University of Tennessee, on "New Ideas on Foreign Trade Education in Universities."

James J. Hill was given most marked attention. Coming from a man who has demonstrated his great foresight in national affairs his remarks were looked upon in the

light of a prophecy. Briefly Mr. Hill urged the acquisition of a merchant marine as the one indispensable condition of the acquiring, extending and maintaining of our foreign trade. "The only legislation necessary," he said, "was to put it on an exact equality with other shipping systems of the world. If American citizens were allowed to obtain and operate vessels on the same terms as those of other countries, their ability, ingenuity, initiative and enterprise would do the rest. A government controlled merchant marine will cost the country a billion dollars in taxes or an unnecessary increase in freight rates," said the veteran railroad man and financier. The prospect of economical management in case of government ownership was discussed and the attention of the conference was drawn to the report for last year of the Panama Railroad, which is owned by the United States, and its statements were compared with statistics of all the railways in this country for the same period of time. It was shown that the average length of haul was 41 miles, practically nothing but through business being done over the road. The rate on the Panama line was 3.48 cents per ton-mile as against .7268 of a cent for all the railways of the United States. In other words the United States Government rate was nearly five times as great as the rate made by private enterprises over the entire country. The average expense per mile of road was \$44,696, as against \$8,939, or five times as great. Aside from the high cost of coal, brought, by the way, on United States owned ships to the Canal Zone at a cost much in advance over the rates of privately owned bottoms, the Panama line presents no great difficulties in operation that are not common to railroads in the United States. If the entire rate charged to American shippers were allowed to the Panama Railroad to cover the cost of handling freight at terminals, by laborers whose wages are less than in the States, it still would receive almost four times as high a freight rate as railways of this entire country average. If the Panama rate were established in the United States it would wreck the country, for there is not enough money in it to pay such enormous amounts. If the rate charged by the Government on the Panama Railroad were applied to the entire railway ton-mileage in the United States, our shippers would have had to pay in 1914 more than \$8,000,000,000 additional freight charges. And this is what the country would have to do, either directly in rates or indirectly in taxes, to meet the expenses of government ownership.

It is the duty of every American business man to investigate the possibilities offered him by the foreign markets. The general public now depends upon the business men of the country for the future of trade conditions as well as many other features of community life. If you are uncertain as to whether there may be a market abroad for the article you produce, write me and I can advise you definitely as to your chances for success, and give you names and addresses of those abroad who may be interested in taking up your line and introducing it profitably. It is the desire of LESLIE'S to co-operate in every way with the movement fostered by the Foreign Trade Convention in St. Louis, and thus help as far as lies in its power all those desirous of asking its assistance.

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In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered, either through the columns of the paper, or by letter. In case the answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.



A RUSSIAN DUCHESS POUNDS HOSPITALS IN ENGLAND

The wife of the Grand Duke Georgi Michailovitch, cousin of the Emperor of Russia, with the nurses in the two hospitals she has started at Harrogate, England, for wounded soldiers. The Grand Duchess, who is a sister of the King of Greece, arrived in England with her two children just before the war broke out and then was unable to return home. She spends all her time supervising the work in the hospitals, visiting and cheering the invalids. Among her nurses are the Princess Margaret of Denmark, with her lady in waiting, Miss Ramsing, and Miss Steckel, one of the Grand Duchess's suite.

Domestic Service for Business Girls

Foolish pride keeps many a girl from a comfortable home and a good living at domestic service. The profession of stenography is over-crowded. At the present time hundreds of girl stenographers are out of work. Why don't some of these girls turn their attention to housework? They would be better off financially at the end of the year, they would have learned something, too, for there is always something to learn in a well-regulated home, and they would have enjoyed a good room and wholesome food, something the stenographer on small wages doesn't always have. A lot of girls with a grammar-school education, or even less, start out to fit themselves to be stenographers. With limited intellectual resources such a girl seldom gets above a weekly wage of from \$6 to \$8, and drifts from one position to another. The head of a stenographic bureau in New York City estimates that only about 5 per cent. of such girls ever get anywhere in the profession. How much better off the \$8-a-week stenographer would be as a waitress in a nice home at \$5 a week? True the hours would be longer than at the office, but she would not work under the same pressure, and mistresses are more humane and considerate with their servants than they used to be, for they have found they can not keep them otherwise.

A housemaid saves in car fare, lunches and foolish expenditure for clothes so that, at the end of the month, she finds that most of the month's wages has been saved. A girl coming from a home where the housework is hard and done without any system, naturally looks upon such work as the worst sort of drudgery. Both she and her parents imagine that to be a stenographer is "to get on in the world." We have seen how greatly they are deceived in this. They should learn, too, that domestic service in a home that has all the modern appointments, and where the work is apportioned and carefully mapped out, is by no means a life of drudgery. Girls must be taught also that there is nothing degrading about domestic service. All the necessary work of life is dignified, if done in a dignified way.

Are Marriages Accidents?

In telling the young men of the West side Y. M. C. A., in New York City, how to pick a wife, Dr. E. Gardner Smith said: "It would be sacrilegious to say that some marriages are made in heaven. They are not made in heaven, they are accidents." In the sense that they take place without foresight, on the part of any one, many marriages may well be classed as accidents. Dr. Smith reminded his audience that the girl who smiles and is all dimples over an ice cream soda, may be all vinegar when it comes to getting up and preparing an early breakfast. The trouble with many young people is that the period of love making is on the ice cream soda, theatre-going, fox-trotting basis. After marriage comes a rude awakening, when they are brought face to face with the serious side of life which cannot be evaded. A twenty-two-year-old wife, who is suing her aged millionaire husband for divorce, because of his alleged cruelty in making a "hot-house flower" of her, gives some advice to her sex on the question of marrying old men. This unhappy young wife says her 76-year-old husband had pursued her from the time she was fifteen, that she was married at eighteen, and that for four years she had had no fun, nor been able to enjoy the company of young people, something every normal young person craves. Not once in a thousand times does the marriage of an eighteen-year-old girl with a seventy-year-old man prove happy. Why do the 999 persist in taking the foolish step? It is strange there is so little public censure of such marriages. The marriage of an old man with a young woman should be as much under condemnation as the possible marriage of a beardless youth with a woman old enough to be his grandmother.

Inquiries and Answers

J. W. G., Greenville, Miss.: By writing to the National Board, Y. W. C. A. Training School, 135 East 52nd St., New York City, you will get all the necessary information concerning the work of the Association. Possibly they will refer you to the Board in your own State.

College Fraternity: In getting together a library I would advise you to buy the standard works. In a general way I would advise you to keep your library well balanced by having all forms of literature represented. As to particular books, why not ask the advice of your literature teacher?

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Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motor cycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

WHY DO CAR MANUFACTURERS "HEDGE"?

THE efforts of the Motor Department to assist its readers to a proper solution of their tire problems has brought to light conditions that are both disappointing and encouraging. In order to give the most efficient advice in regard to this necessary feature of car equipment, it is essential that the actual weight of the car without passengers or luggage be known.

The Motor Department has in its files a record of the actual weights of the majority of current models. These records have been compiled from confidential figures given us by the manufacturers, supplemented by reports from our readers, who drive various cars and who have taken the trouble to weigh their machines of their own accord on accurate scales. It is only, however, when the majority of records received from owners of a certain car coincide that we assume the weight of that car to be as given.

The disappointing feature of the discoveries made lies in the number of discrepancies existing between the confidential weights as given by the manufacturers, or as given by the owner, and the weights as published in the catalogues, or as given out by salesmen upon questioning.

The encouraging feature of our investigations is the goodly percentage of instances in which the manufacturer's published weight of the car "checks up" closely with those weights as determined by our readers. The discrepancy in these instances is only that which may be due to slight variations in manufacturing weights, and the condition of the gasoline tanks and of the water system.

To find the reasons for wilful misrepresentation of weight by the manufacturers of many cars, we must examine the attitude of the only partially-informed prospective motor car buyer, who has been beset on all sides with the argument that light weight is desirable because it means less gasoline consumption and less expense for upkeep of tires. He is therefore prone to select one of two cars of equal value and approximately equal power, solely on the basis of weight, giving his preference to the lighter machine.

Under certain conditions this consideration is an important one, for all unnecessary weight that can be eliminated does most assuredly result in less tire wear and less gasoline consumption. But the advent of the special steels used in motor car construction has resulted in marked reductions of car weights, and the state of the designing and manufacturing art today is such that we may safely assume that any well-built car, produced by a reliable company, is provided with no more weight than is necessary to retain certain features of construction, equipment, ease of riding and operation, that are part of that type of design.

It may well be understood that, because of the attitude of the public in this connection, many reliable manufacturers do not care to publish broadcast in their announcements and in their specifications the exact weight of their car. There is always danger, however, that when such

companies are averse to letting the real weight be known, the motor-buying public will assume the figure to be much higher than is really the case. However, if the company will so arrange matters that anyone interested may obtain the desired information by writing to the factory or inquiring of the nearest salesman, and in this manner obtain the exact weight of the complete car, there will be no liability of loss of confidence on the part of the purchaser, or false assumption as to the "secret" weight of the car.

But the danger of the loss of prestige or reputation resulting from intentional misrepresentation of the weight of a car, either in a published announcement or specification, or in the statement of a salesman connected with the company, or one of its dealers, is great, and is a question that is becoming more serious as motor car owners are becoming more interested in the proper upkeep and equipment of their machines. The reputation and prestige of many of the leading cars of today have been built on the absolute confidence placed in the company, its product, and all announcements or statements concerning it. Much of this good would be undone if an unscrupulous copy writer or careless salesman gives out information regarding the weight of the car which can be, and doubtless will be, easily disproved by the purchaser within the first two weeks of use. The Motor Department has on record scores of instances in which enthusiastic purchasers of certain cars have attempted to verify the weights as given them by salesmen, or in the specifications, and have found an error of three or four hundred pounds in a three thousand pound car, for example.

Why cannot the purchaser of a modern car be told, fairly and squarely, the exact weight of the machine he is buying, and be given to understand that this weight represents the least that can combine safety, ease of riding, special equipment and other features that make this car suitable for his purposes. There cannot be throughout a motor car the much-talked-of "bridge-builders' factor of safety." In designing a bridge, this immobile mass is intended to withstand the strain and wear of decades of service; the engineer can make the parts to sustain ten times the loads that they would ordinarily be called upon to carry; he generally does, and this is known as a "factor of safety" of ten. A motor car built with this factor of safety would be so heavy it could scarcely be moved, and therefore only the best materials can be used, and the factor of safety and the strength of parts can scarcely be greater than double the largest strain to which any will be subjected. Therefore, assuming that the best of materials are used in the car in question, a reduction in the weight can only be accomplished through the loss of those desirable features specified, or through a lessening in the factor of safety.

The Motor Department can assure its readers that none of the high-grade, reliable motor cars is unnecessarily heavy for the pur-

(Continued on page 138)

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It is not every business that will permit you to start with a very small investment. Most manufacturing businesses require big capitalization. And rich men take the profits, while you, the producer, get a salary and the small end. But here is a business that gives **big returns, quick returns**, and the demand for your product is ahead of the supply, and increases every day in the year. Start a **Haywood Tire Repair Shop**

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You might just as well be the first to enter this paying business in your town—open your shop and let the money roll in. Every automobile sold means more tires to mend. You start with one machine. The business grows fast. You need another, and then another. Soon it gets to be a regular business of adding machine after machine—until the first thing you know you are running a big shop—you are operating in a big way—you are a real business man and a factor in your community. **You know that punctures and blow-outs are common**—tires need retreading and vulcanizing every day—something going wrong all the time—owner after owner forced to buy new tires because they cannot get the old ones fixed.

If you are in the business, operate a tire repair plant as a side line in connection with your present business, garage or salesroom. Any place where there are many automobiles yields a big steady business, besides the transient work. Experience is absolutely unnecessary. You can learn quickly. Anyone with a little mechanical turn, or who can simply follow directions, can learn in a few days, on old tires, to do the best work. Then business comes fast and easy.



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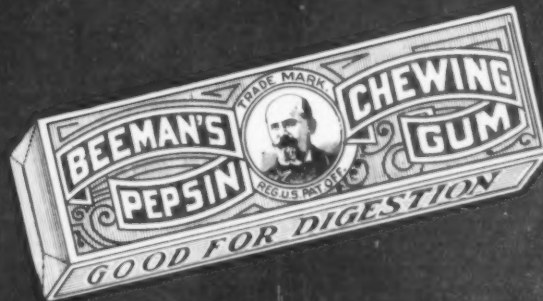
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The Old Fan Says:

By ED A. GOEWEY. Illustrated by "ZIM"

EFFORTS will be made during the present session of the New York State Legislature at Albany, to pass laws to prevent boxing bouts of all kinds in the State, on the ground that they are brutal exhibitions. This reason is a joke, considering that the pugilistic shows in many parts of the Empire State to-day resemble almost anything rather than battles. A real argument against the game as at present conducted, is that the promoters at many of the New York City clubs permit betting at the ring-side in violation of the law. Good, clean, scientific boxing is a genuine sport and worth while watching, but, apparently, the average Gotham promoter is against anything clean, and he was responsible for both horse racing and boxing being shelved for years. It is unfortunate that the entire State is made to suffer for the brazen tactics of the alleged sporting element of the metropolis.

If boxing is ever again to be put on a clean and lawful footing in this State, it will be only after new laws are passed providing for such a supervision of the sport as will compel official representatives to visit the contests frequently and close any clubs which countenance illegal practices. Even men will behave if a big enough stick is used on them.

Good Night!!
They gazed upon his manly form,
Broad-shouldered, deep of chest;
They noted well his firm set jaw,
The medals on his breast.
But admiration turned to mirth,
For 'bove his mighty fist—
Well what do you suppose they saw?
A watch strapped to his wrist.

Around the Big Stove

There may have been some fans who, until recently, were unfamiliar alike with both the name and the geographical location of Peoria, Ill., but from this time on they will recognize it always as the place from which the first "busher" was plucked to manage a major league baseball outfit.

The rumor that the Athletics will expend great sums to build up a new pennant contending team has no foundation in fact, and should be resented. None but enemies of this club would start a story that its backers are about to scatter the long green promiscuously. If it's a case of \$3.75 to pay the railroad fare to Philadelphia of another Baker, Barry or Collins—yes. But \$50,000 for even the brightest baseball star ever—emphatically no—and in several languages.

With the return of Roger Bresnahan to the ranks of the managers, the catcher is represented better than ever before among the directors of play in the major leagues. The Phillies ousted Catcher Doooin, but put in his place another backstop, Pat Moran, and in their day Connie Mack and George Stallings were behind the plate. Carrigan, leader of the Red Sox, is a catcher, as also is Wilbert Robinson.

Last summer \$28,000 was asked for four of the men secured by the Giants by draft. This is one of the few cases on record where watchful waiting paid. The men are Ralph Stroud, of the Sacramento team but once with the Detroit Tigers, Arthur V. Kores, infielder from Portland, Ore., Fred Cook, pitcher from Columbus, O., and John B. Adames, a catcher, from New Orleans.

At the windup of a particularly tense inning of a ball game played last season by the Ossining club and a team of convicts at Sing Sing Prison, one of the spectators, not an inmate, reached for his pocketbook. "I've been robbed," he shouted, and started for the Warden's office. As he neared the door and out of sight of the crowd, one of the prisoners approached the visitor and said, "Here, I've got your roll. I'll give it back so you won't squeal and give the place a bad name."

Comiskey Sets a Style

There lives a man in Chi town
Whom fans consider wise,
He went into the "bushes,"
A-lookin' for a prize.
And there among the tall grass,
He signed a husky lad
To manage his big ball team.
Which made the vets feel sad.

Picked From the Snowball Bush

Fans are advised not to make any wagers on the winner of the next world's series, until it has been settled definitely with which outfit Devore will play. Knowing the team which will pay Josh his salary in 1915 makes betting on the big classic a cinch.

The rumor that Connie Mack, half owner of the Athletics, has selected himself as manager of the outfit for the coming season has been confirmed. Now let those who have been proclaiming with tears in their eyes that he had shot to pieces the infield of the erstwhile world's champs, sit tight and watch him build up another as great as the one of which Eddie Collins was the keystone. And it's a good wager that Connie doesn't part with more than \$5 worth of railway tickets to turn the trick, either.

"The Germans are great fighters," reads a newspaper headline. The statement is superfluous, as we have seen Zimmerman in action.

Ananias paused to listen to a baseball magnate explain to a bunch of newspaper men the reasons why his team was sure to win the world's championship the following season. Then he turned away, remarking sadly, "Alas! I fear I was only a bush leaguer after all."

"Bunny" Brief of the Kansas City American Association team, who is to be a real "comeback," hung up a new A. A. record last season when he made at least one safe hit in thirty consecutive games. In the thirty contests he made 46 hits, scored 25 runs and had a batting average of .377. The best previous American Association record was made by

Otis Clymer, of Minneapolis, in 1912, when he negotiated fifty safeties in twenty-eight successive games.

A veteran star, when asked why he didn't jump to the Feds, remarked, "I've made good in organized baseball and maybe I wouldn't in the new league. And if I fell down there'd be nothing left for me to join, unless it was the I. W. W.'s."

The fact that Charlie Murphy was driven out of baseball is proven by the additional fact that he still owns fifty-two per cent of the Cubs' stock. Oh, you Chicago!

There was a time when some of the New York fans used to call "Rube" Marquard the "\$11,000 lemon." Would like to tell you some of the titles applied to him after his deal with the Brookfeds, but this is a family paper.

Good-Bye George, Here's Luck

George Wiltse, once acclaimed as one of the greatest left-handed twirlers in the game, has been given his unconditional release by the Giants, leaving Christy Mathewson as the only man, besides Manager McGraw, who was a member of the New York team which won the world's championship from the Athletics in 1905. George is one of the most popular players who ever wore a uniform, and the best wishes of the fans follow him. During recent years he has slumped as a pitcher, but he came to the rescue of his team in 1913, when Merkle was injured on the eve of the world's series with the Athletics, and held down first base in sensational fashion. It was his clever covering of the initial sack

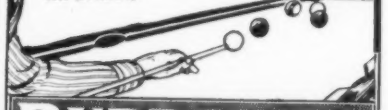
which enabled the Giants to capture their only game, a ten-inning affair in which Matty pitched.

Giving "Larry," the prodigal, the glad hand.

Some Winter League Cracks
Any statement that "Chief" Bender jumped to the Federal League rather than take a chance of again meeting the Boston Braves undoubtedly is an exaggeration. Still, it was the Stallings bunch which knocked the Indian out of the box in the first game of the 1914 world's championship series. Besides it was the first time the "Chief" had been driven from the mound while twirling in such a classic, and also

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It was the first time Manager Mack retired a pitcher for ineffectiveness during a struggle for the big pennant.

Frank Chance says that he took up baseball because he was troubled with weak lungs. Well, the "Peerless Leader" may have gone into the sport for his health, but that California orange grove and a considerable bank account would indicate that he did not tarry there for so many years for the same reason.

Manager Stallings, of the champion Braves, has announced that he will strengthen his club if he gets a chance. Great Jupiter, what does he want to do, capture one of those eleven-game world's series mix-ups in six straight engagements?

Larry Doyle is keeping in trim by going over the courses in Florida, and those who have seen him working out say that as a golfer he's the best second baseman in the National League.

When Mike Mitchell learned that he had been turned over to the Yankees as a present he remarked that Clark Griffith was carrying a grudge too far.

Why Do Car Manufacturers "Hedge"?

(Continued from page 137)

poses it has to serve; and the Motor Department can further assure the manufacturer that it pays to take the purchasers of their machines into their confidence so far as the weights of the various models are concerned—not necessarily by publishing these weights in all announcements and specifications, but rather by standing ready to impart this information, either direct from the factory, or by instructing dealers and salesmen to be absolutely honest in the specifications that are given out.

SENSE ABOUT FOOD Facts Worth Knowing.

It is a serious question sometimes to know just what to eat when a person's stomach is out of order and most foods cause trouble.

Grape-Nuts food can be taken at any time with the certainty that it will digest. Actual experience of people is valuable to anyone interested.

A Terre Haute woman writes: "I had suffered with indigestion for about four years, ever since an attack of typhoid fever, and at times could eat nothing but the very lightest food, and then suffer so with my stomach I would wish I never had to eat anything."

"I was urged to try Grape-Nuts and since using it I do not have to starve myself any more, but I can eat it at any time and feel nourished and satisfied, dyspepsia is a thing of the past, and I am now strong and well."

"My husband also had an experience with Grape-Nuts. He was very weak and sickly one spring, and could not attend to his work. He was put under the doctor's care but medicine did not seem to do him any good until he began to leave off ordinary food and use Grape-Nuts. It was surprising to see the change in him. He grew better right off, and naturally he has none but words of praise for Grape-Nuts."

"Our boy thinks he cannot eat a meal without Grape-Nuts, and he learns so fast at school that his teacher comments on it. I am satisfied that it is because of the great nourishing elements in Grape-Nuts."

This mother is right. Grape-Nuts food is a certain and remarkable builder of body, nerves and brain.

"There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

Is Italy on the Verge of War?

By MARTIN MARSHALL



ITALIAN INFANTRY MOBILIZING

The Italian troops are rather smartly dressed and their general appearance is good. The men of north Italy are much superior to those from the southern provinces. The ones shown here are from Milan.

INTERESTING developments mark the week of the Great War which ended January 30th. Among the interesting and significant happenings may be mentioned the fight between the battle cruiser squadrons in the North Sea, the first use of aeroplanes as an auxiliary to infantry advances, which occurred near Craonne, and the bringing down of the German Zeppelin and the capture of her crew by the Russians at Libau, this being the first time that the destruction of a Zeppelin has been officially reported, and last but not least, the opening of hostilities between the Turkish army and the British defenders of the Suez Canal.

Italy's deep interest in the freedom of the Suez Canal is well understood. Relations between Italy and Turkey are very strained indeed, and if the Turks should capture the big ditch, Italy's communication with her Red Sea colonies of Abyssinia and Eritrea would be interrupted, a situation that the Quirinal could not tolerate. Therefore, the closer the Turks approach the Suez Canal, the more likely Italy is to enter the war on the side of the Allies. It is reported that the Italian government has mobilized all men between the ages of 18 and 39. The Italian army, while perhaps considerably below the standard of the French troops, is certainly not to be despised. Italian troops have shown their worth in the colonial wars in northern Africa and in the war with Turkey, and if the government had ample financial resources the military value of Italy could not be questioned. There is a shrewd suspicion, however, that before Italy can enter the war, it will be necessary for the Allies—which really means Great Britain in this case—to find some ready money for her. It is interesting, in this connection, to note that the Bank of England has financed the Rumanian government to the extent of \$25,000,000.

Rumania also is supposed to be on the verge of entering the war. There is a strong bond of sympathy between the Italian and Rumanian governments. The people of Rumania claim to be the descendants of Roman colonists sent out by the Emperor Trajan. This derivation of the Rumanian population is disputed, but there are excellent grounds for believing that there is at least a large mixture of Italian blood, while the language contains more than 3500 words directly derived from the so-called "vulgar" Latin. Whether or not it may be charged to ties of blood, it is certain that the Italian and Rumanian governments have been acting in the closest accord.

The immediate entrance of Rumania into the war is of more vital import to Serbia than to any of the other Allied nations. Serbia, after having defeated the Austrians three times, is now threatened with a fourth invasion by 400,000 picked troops of which 200,000 have been furnished by the German Empire. If left to her own resources it does not seem possible that this gallant little country could escape being overwhelmed by such a tremendously superior army. However, with Rumania in the war, the movement against Serbia would, in all probability, be abandoned, as Rumania has 300,000 or 400,000 troops of first quality which she could throw against Austria in a very few days after

the opening of hostilities, thereby creating a diversion which would relieve the pressure on Serbia.

It is interesting to note that in the official communication of the French war office on January 26th, it was reported that French aeroplanes operating from Foulon Wood, west of Craonne, cooperated with the infantry in a counter attack on the German lines and that the Germans were thrown into disorder by aerial bombs. The official statement is lacking in detail, but it is easy to understand that a bombardment of this kind would be very unnerving to troops who were massed to repel an impending assault.

Almost at the same time the Russian admiralty issued a statement that on January 25th a German Zeppelin that appeared above Libau and dropped nine bombs on the undefended part of the town, had been brought down by anti-aircraft guns in the forts. The Zeppelin fell into the water where she was destroyed after her crew had been taken prisoners. This indicates that Zeppelins are more vulnerable to artillery fire than their advocates have been willing to admit. The Zeppelin raid on England was made at night, or rather in the dusk of early morning, and the aircraft all made their escape. The damage inflicted was insignificant and of no military value. Evidence that the Zeppelin is a much overrated engine of war is multiplying rapidly. For scouting purposes it has no superiority over the improved types of aeroplanes and for purposes of offense it has so far been a complete failure. In the naval battle of the North Sea on January 25th, it was reported several Zeppelins participated, but they did not seem to have been of the slightest use. British sailors maintain that one Zeppelin dropped bombs on the sinking *Blücher*, mistaking her for an enemy. This battle was the most important naval engagement of the war. It was full of interest for naval experts throughout the world. More complete reports must be received before it can be authoritatively reviewed.

One effect of immediate interest to the east coast of Great Britain is that the German naval raids probably will cease. It seems certain that the German squadron was on its way to bombard some of the coast towns, probably Hull or Newcastle, and was within 30 miles of the coast when discovered by the patrols. The loss of the armored cruiser *Blücher* would have been a tremendous price to pay for the raid had it been successful. Whether or not any of the German battle cruisers were seriously damaged is still in doubt. The report of Admiral Beatty states that two of them were in flames when the British pursuit was called off. The German admiralty, on the other hand, reports that the vessels were practically undamaged. The naval losses to date have been Germany, 33 ships, Great Britain 20. Great Britain, however, has lost most heavily in tonnage, her loss being placed at 156,145, while the Germans' is 147,640.

The failure of British cruisers to locate and destroy the German commerce raiders *Karlsruhe* and *Dresden* is causing comment. That these vessels continue to operate, without naval bases, indicates rare ability on the part of their commanders.

The Telephone Unites the Nation



AT this time, our country looms large on the world horizon as an example of the popular faith in the underlying principles of the republic.

We are truly one people in all that the forefathers, in their most exalted moments, meant by that phrase.

In making us a homogeneous people, the railroad, the telegraph and the telephone have been important factors. They have facilitated communication and intervisiting, bringing us closer together, giving us a better understanding and promoting more intimate relations.

The telephone has played its part as the situation has required. That it should have been planned for its present usefulness is as wonderful as that the vision of the forefathers should

have beheld the nation as it is today.

At first, the telephone was the voice of the community. As the population increased and its interests grew more varied, the larger task of the telephone was to connect the communities and keep all the people in touch, regardless of local conditions or distance.

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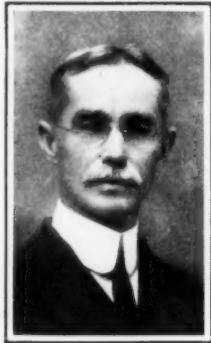
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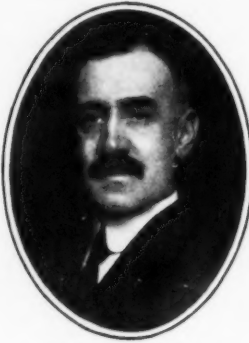
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DR. CHARLES H. HERTY

Head of the department of chemistry in the University of North Carolina, who was recently elected president of the American Chemical Society. He has invented a turpentine cup used in taking turpentine from trees which has saved the South annually \$13,000,000.



WILLIAM J. FRUPP

Who, from a subordinate place, has been advanced on his merits until he has just been appointed to the responsible place of General Manager of the entire Eastern Division of the New York Central Railroad, with headquarters at Albany, N. Y. Mr. D. C. Moon will be General Manager of the Western Division with headquarters at Cleveland.



CHARLES H. SABIN

Who was born on a farm and rose to the presidency of one of the largest financial institutions in the world, the Guaranty Trust Company of New York. He says that "work is fun and happiness." Mr. Sabin began his business career in Albany, N. Y., in 1887, and has a splendid record of faithful service in several banks.

Jasper's Hints to Money-Makers

EVERYBODY is happy over the outlook for returning prosperity. Advice from Washington report that President Wilson is very much pleased with the advancing tendency the stock market has shown. He thinks, and he is right, that it presages better times. Recently he had Mr. J. P. Morgan, the eminent banker, son of the late magnate of Wall Street, in conference at the White House. It is no secret that since the new banking system has been so cordially accepted by our financiers, the President has manifested a more friendly feeling toward our captains of finance.

We are on the eve of better things as we come to understand each other and to realize that great economic and fiscal questions should be considered outside the realm of partisan politics. I wish the Shipping Bill, now before Congress, might be thus considered. It is a great mistake to make it a party question.

Wall Street had a little shock when the earnings of the Steel Corporation for the last quarter were shown to be so bad that the dividend on the common had to be passed. Even that on the preferred was not earned. This is not surprising. I have repeatedly predicted that, under existing conditions, the dividend on Steel Common could not be earned and should not be paid, and that if the dividend on the common were passed, it would lead to a rapid liquidation because of the large number of shareholders and their wide distribution all over this country and abroad. That is precisely what has happened.

Until the railroads are able to order much-needed supplies, or until foreign orders fill the gap, the steel industry must continue to suffer, but eventually it will recover its lost ground, for as Carnegie remarked long since, the iron industry is "either a prince or a pauper."

While there may be lower prices for the steel and railway equipment securities, and perhaps a recession in the stock market following its rapid rise, I still believe that securities of the best class and some of the industrials which are benefiting particularly by the war, can be bought for a profitable turn, by the investor who is willing to be patient and to hold for a good profit.

F., Lumsden, Cana.: Standard Oil of Calif., Vacuum Oil, Northern Pacific and Canadian Pacific all have merit.

S., New York: The Cuban Sugar Co. makes an excellent report of its earnings and it is said that strong support is given to the stock in the market.

W., Detroit: Until the railroads are able to raise the necessary funds to provide much-needed improvements, I see no advantage in buying car equipment stocks.

C., Lowell, Mass.: American Zinc has suffered from the industrial depression like all other business concerns. It is pretty highly capitalized, but, with a general upward tendency in the market, it might be well to hold for the present.

B., Fall River, Mass.: Do not purchase any of the banking or industrial shares that are being peddled around at \$1 a share by agents. They get a heavy commission on every sale and, therefore, do not hesitate to make any kind of a statement to induce purchases.

Marine, Chicago: The International Mer. Marine Co. was largely overcapitalized at a time when business conditions were much

more favorable. A readjustment of its securities seems inevitable. They are now selling at such a low figure, that their sacrifice might not be advisable.

L., Savannah: The offer of a stranger on payment of \$3 to tell you how you can make money by getting agents to sell goods throughout the country, the latter to pay you a small commission, is such as any merchant in your own city would probably make. Keep your \$3.

W., Abilene, Texas: Tennessee Copper pays 3 per cent. quarterly, Central Leather 3 per cent. per annum. The leather market is in better shape than the copper market, and for that reason Central Leather might be the better speculation at present, though I would not hold it too long.

S., Chester, Pa.: One who seeks a high rate of interest for the investment of his savings will find it difficult to obtain the result by the purchase of the highest grade Stock Exchange securities, for most of these yield only about 5 per cent. It might be well to distribute your investment among a number of \$100 bonds.

B., Nashville, Ill.: 1. The Wabash first 5's cover all lines east and west of the Mississippi owned by the Company in 1889 and ought to be good. 2. The Iowa Central first 5's are not as good. 3. Steel Pressed Car and American Locomotive Pfd. have merit if the railroad situation improves, but the latter is not now earning its preferred dividends.

E., Bisbee, Ariz.: Alaska Gold according to insiders is entitled to its rise, but it is a close corporation whose operations are best understood by insiders, who undoubtedly are willing to market their heavy holdings at a favorable opportunity. Stocks of this character sometimes present great speculative possibilities, but they cannot be classed as "safe investments."

M., Ft. Wayne, Ind.: "How Money Is Made In Security Investments," a book edited by Henry Hall, 52 Broadway, New York, will give you a good idea of stock market operations. The purchase of preferred stocks like Union Pacific, Atchison, St. Paul and Northwest, will give you more than the 4 per cent. the savings bank pays and, as these stocks advance, you will have the profit they may earn. Excellent bonds yielding nearly 5 per cent. can also be bought.

A Subscriber, Hoboken: Bonds like American Ice Securities Debenture 6's selling on a basis that will yield the purchaser over 7 per cent. are looked upon as speculative because gilt-edged bonds yield only around 5 per cent. The ice bonds are in denominations of \$100, but bonds usually are sold in denominations of \$500 and \$1,000. Bonds are issued for various terms which are always stated on the face of the bond. They can be bought of any broker or banker, but select a responsible dealer. Outsiders do not trade on the stock exchange as transactions are limited to members. You can buy for cash or on a margin, or on installments. The safest way is to buy for cash, and have the securities transferred to your own name and kept in your possession. For a young man who wishes to save, nothing offers a greater stimulus than the purchase of investment bonds. Anonymous inquiries are not answered in this department.

New York, February 4, 1915.

JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the New York Stock Exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in

(Continued on page 141)

Safe 6% February Investment

Write today for our special booklet telling how to test investments. If you have \$100, \$1,000, or more for February investment, ask for circulars describing absolutely safe 6% first mortgage bonds. We will also send you the Straus Investors Magazine free. Ask for

February Booklet No. 601-C.

S.W. STRAUS & Co.
MORTGAGE AND BOND BANKERS
ESTABLISHED 1892
STRAUS BLDG. CHICAGO ONE WALL ST. NEW YORK

HOUSTON OIL PIERCE OIL and STANDARD OIL Stocks

February Circular on Request.

SLATTERY & Co.
Dealers in Investment Securities
40 Exchange Place (Established 1908) New York

A NOTE

of an high grade Public Service Corporation is a safe, sane and marketable security. We offer for investment, a selected list of this class of Note running from one to five years and yielding from 6 to 8% which we will send, without obligation, upon request.

Williams, Dunbar & Coleman
Dealers in Public Utility Securities
60 Wall Street New York

LR. LATROBE & Co.

STOCK EXCHANGE SECURITIES
STANDARD OIL STOCKS
ALL CURB SECURITIES
111 Broadway New York

Partial Payment Plan and Investor's Guide (270 pages), revised to date, also Market Letter mailed free on request.

7% SOUND FIRST MORTGAGES

First mortgages do not shrink in value—they are usually on property worth three times the money loaned. We have loaned over \$1,000,000 and not a single cent lost to any investor or a single foreclosure sale made. Write for booklet describing methods, and lists of loans from \$300 to \$10,000.

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28 State Nat. Bank Bldg., Oklahoma City, Okla.

7% ON SELECT GEORGIA LOANS with three months for one security. Interest paid promptly. All payments mailed investor or enabling intelligent selection by mail. 27 years in business. Write fully for loan list containing investments of \$200 to \$50,000. Six per cent interest also sold on monthly savings. Request details. Sessions Loan & Trust Co., Dept. 5, Marietta, Ga.

"Rapid-Fire"

Business to-day is a rapid-fire proposition.

We've got to have people and machines that are capable of bettering less effective equipment.

Ordinarily a machine will wear out before a human being will.

The Royal Typewriter is built with this fact in mind.

It is built for the rapid-fire, strenuous business of the time.

Weakness is eliminated, strength is reinforced and effectiveness is intensified.

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The Best Regular Services to EGYPT, INDIA, CHINA, PHILIPPINES, JAPAN, AUSTRALIA, NEW ZEALAND. Round World Trips and Winter Tours in INDIA, PENINSULAR & ORIENTAL S. N. CO.

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The direct and the indirect methods of accumulating money are compared in an interesting booklet entitled "What To Do With \$20."

Ask for Booklet "X 20."

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(Incorporated)

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312 Arkay Bldg. Albany Stock Exch. Bldg. Philadelphia



Start with \$100

YOU can use \$100 as an initial payment on four \$100 6% Bond Secured Notes of an established Gas & Electric Company. You can then pay \$25 a month, we loaning you \$300 at 6%.

THESE notes are bought by National Banks and Trust Companies, and can be purchased TODAY to yield over

7%

Write today for full particulars and Booklet "L."

A-H-Bickmore & Co.
111 Broadway, N.Y.

100 Shares

Divided up so that you have to shares in each of ten sound corporations, your income is safer than if you have 100 shares in one corporation.

Send for List 45.

John Muir & Co.
SPECIALISTS IN
Odd Lots

Members New York Stock Exchange

MAIN OFFICE, 74 BROADWAY, N. Y.
424 St. and Broadway—Longacre Building, N. Y.
290 Lenox Avenue, corner 125th Street, N. Y.
National State Bank Building—Newark, N. J.

COTTON

Cost of Production and its relation to the Investment Value

Send for our

Special Letter "16"

RENSKORF, LYON & CO.

(New York Stock Exchange Members)

New York Cotton Exchange

Chicago Board of Trade

33 NEW ST. (GROUND FLOOR) New York

Send for List "B" of 125 R.R., Pub. Utility & Industrial. Sold outright or on Small Payments.

\$100 BONDS Beyer & Co., 53 Wall St., New York

(See Illustrated Dollar Bond Book)

4 5/6%

Jasper's Hints to Money-Makers

(Continued from page 140)

reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

The latest issue of the "Investor's Guide" of 270-pages, revised to date, can be had without charge by writing to L. R. Latrobe & Co., 111 Broadway, New York.

A booklet describing methods of making 7 per cent loans from \$300 to \$10,000 is issued by Aurelius-Swanson Co., 28 State Nat. Bank Bldg., Oklahoma City, Okla., and will be sent by them free on request.

The plan of paying 6 per cent. on savings deposits is described in the free booklet entitled "The New American Thrift Spirit" published by the Bank of Whigham, 22 Broad St., Whigham, Ga. Write to this bank for a free copy.

A map of New York City and interesting facts regarding the 6 per cent. bonds in denominations of \$100 and upward of the American Real Estate Co. can be had without charge by addressing that company at Room 587, No. 527 Fifth Ave., New York City.

Those who wish to try an investment in Wall Street by buying one share or more should send for "Booklet 4A" on "Odd Lot Investment" published by John Muir & Co., specialists in small lots and members of the New York Stock Exchange, 74 Broadway, New York.

Those who seek to speculate in oil stocks at prices ranging from \$10 upward and including Houston oil, Standard Oil and the independent oil companies can obtain special information regarding them by writing to Slattery & Co., investment securities, 40 Exchange Pl., New York.

An interesting circular showing the remarkable

effect that the European war has had on the sugar business has been prepared by Gilbert Elliott & Co., 27 Pine St., New York, for their customers. Write them for "Circular L. 125" which tells about Cuban sugar stocks that have attractive possibilities.

Six per cent. first mortgage gold bonds can be bought on the monthly savings plan of \$10 down and \$10 per month. These bonds are secured by high class Chicago real estate. Write for "Booklet B. 44" to W. N. MacQueen & Co., mortgage and bond bankers, 10 So. La Salle St., Chicago.

Those who buy dividend-paying stocks on the Partial Payment plan are entitled to the dividends. Payments can be made in easy monthly installments. Write for the interesting free booklet entitled "A. 3" on "Odd Lots" and "A. 4" on "Partial Payments" to Sheldon, Morgan & Co., members New York Stock Exchange, 42 Broadway, New York.

The recent rapid advance in the price of cotton is turning investors to this field of operation. An interesting circular letter on the "Cost of Cotton Production and its Investment Value," has just been prepared by the New York Stock Exchange firm of Renskorff, Lyon & Co., 33 New St., New York. Write to them for a free copy of their "Special Letter No. 16."

The "January Booklet No. 601 D." just published by S. W. Straus & Co., mortgage and bond bankers, Straus Bldg., Chicago, and 1 Wall Street, New York, gives a full description of the attractive 6 per cent. first mortgage gold bonds secured by well-selected Chicago real estate. These bonds are in denominations of \$100 and upward, and have been recommended by this firm to their clients for many years.

A 6 per cent. bond in denominations of \$1,000 has recently been issued by the Virginia Carolina Chemical Co., one of the largest companies in this line of business, earning many times its interest charges. These bonds run for ten years and are very highly recommended by Charles E. Merrill & Co., 7 Wall Street, New York. A \$1,000 bond of this high character can be bought on payment of \$100 in cash and \$100 a month thereafter. Write to Merrill & Co. for particulars and full description.

Things You Want to Know About

An American Ship in Danger

UNDER the law recently passed by Congress foreign built and owned vessels may, under certain conditions, be granted an American register, and be permitted to fly the American flag. There are at present German vessels valued in the aggregate at \$60,000,000 lying idle in harbors of the United States, because Germany is involved in the European war. If these ships should venture beyond the three-mile limit, they would be liable, under international law, to be captured as prizes by the warships of Great Britain or France. One of the interned vessels, the steamship *Dacia*, was lately sold to an American citizen, hoisted the Stars and Stripes and sailed from Galveston, Texas, for Germany with a cargo of cotton. The British Government suspected that this sale was only a scheme to evade the consequences of the war. It was intimated that the *Dacia*, as not being really owned by a neutral, would still be subject to capture on the high seas and condemnation as a prize. Distinction was made between the cargo and the ship, the former being an American product, not contraband, and not liable to seizure.

Immigrants Don't Have to Read

THE immigration bill which was vetoed by President Wilson, because of its so-called literacy test, was strongly favored by the labor unions and was intended to restrict the number of immigrants admitted to this country. The unions desired to lessen the competition with American labor caused by the yearly inrush of alien workmen. The bill provided, among other things, that no alien over 16 years of age, should be allowed to enter the United States unless able to read English or some other language or dialect. The bill was opposed by many people in the United States of foreign birth. Former President Taft, when in the White House, vetoed a similar measure, and even before the passage of the bill, President Wilson indicated his objection to the literacy test.

The Ship Purchase Bill

THE Administration's proposal is to expend \$40,000,000 of the public funds for the purchase of ships to fly the American flag and to carry American products to foreign countries. As the result of the war, it has been difficult to obtain ships to care for our European trade, particularly the cotton trade, and freight rates have been high. Government purchase of ships is offered as an emergency measure. President Wilson holds that the Government should provide transportation, even if not at first profitable, and should withdraw when it becomes sufficiently profitable to attract private capital.

It is objected to the measure that it is the opening wedge to government ownership, that it threatens serious international complications through the purchase of ships of belligerent nations and their entrance in the foreign trade during the present European war, and that the entrance of the Government into shipping will paralyze existing shipping corporations. Experience

shows the world over that the intervention of the state in any particular industry frightens away private capital.

Our Trade With Neutrals

THE export trade of the United States to neutral European countries has greatly increased since the war began. The Department of Commerce reports our exports to the five neutral powers—Denmark, Sweden, Norway, Italy and Holland—to have risen from \$18,000,000 in November, 1913, to \$48,000,000 in November, 1914. Great Britain assumes that much of this material is destined for her enemies. The United States contends that the interruption of the trade of these neutral powers with Germany and Austria, has compelled the former to draw upon the United States for supplies, and that this accounts for the increase. The right to search a vessel of a neutral nation upon the high seas is not questioned. The practical issues revolve about the grounds deemed sufficient to justify such search. The United States objects to a general search of vessels unless the facts absolutely warrant the presumption of contraband, and to unreasonable delay of vessels in British ports. An order of our Treasury Department, requiring that manifests of outgoing steamers should not be published until 30 days after sailing, has put an air of mystery about the cargo of every vessel and has complicated the issue.

The Season's Plays in New York

| | |
|-----------------|--|
| Aeolian Hall | Symphony and concert music. |
| Astor | Hello Broadway. Gen. M. Cohan and Wm. Collier, the two sterling stars. |
| Belasco | Marie Odile. Frances Starr in a new Knickerbocker play. |
| Booth | Children of the Earth. \$10,000 prize play. |
| Candler | On Trial. Successful melodrama. |
| Carnegie Hall | Symphony and concert music. |
| Casino | Experience. Delightful morality play. |
| Cohan's | It Pays to Advertise. A roaring farce. |
| Comedy | The Fallen Idol. Janet Beecher in a new drama. |
| Cort | Under Cover. Good melodrama. |
| Dance de Folies | Ziegfeld Midnight Frolic. Clever and snappy variety. |
| Eltinge | The Song of Songs. Tiresome and disgusting play. |
| Empire | The Shadow. Ethel Barrymore at her finest. |
| Fulton | Twin Beds. Laughable farce. |
| Gaiety | Daddy Long-Legs. Comedy of sweetness and sentiment. |
| Globe | Chin Chin. Montgomery and Stone in a musical comedy. |
| Harris | The Lie. Margaret Livingston in a stirring, emotional play. |
| Hippodrome | Winter Circus. Old-fashioned variety. |
| Hudson | The Show Shop. With Douglas Fairbanks. |
| Knickerbocker | Ninety in the Shade. Marie Cahill and Richard Caffe in musical comedy. |
| Liberty | The Silent Voice. Otis Skinner in a morality play. |
| Little | A Pair of Silk Stockings. Society farce. |
| Longacre | Hypocrites. Moving picture drama. |
| Lycium | Outcast. With Elsie Ferguson. |
| Lyric | The Only Girl. Admirable mixture of farce, comedy and music. |
| Manhattan Life | Stupendous melodrama. |
| Opera House | Moving Pictures of South American Wild Animals. |
| Maxine | Animal Life. |
| Nicholson | Watch Your Step. Ragtime musical comedy. |
| Park | Polygamy. An absorbing Mormon drama. |
| Playhouse | Sinners. Melodrama. |
| Princess | The Critic. A delightful and amusing revival. |
| Proctor's | Excellent Vaudeville. New bill weekly. |
| Punch and Judy | The Clever Ones. An amusing satire. |
| Republic | Kick In. Good crook play. |
| Shubert | To-night's the Night. Trivial musical comedy. |
| 30th Street | A Mix-Up. Marie Dressler the whole show. |
| 44th Street | The Lilac Domino. Tuneful operetta. |
| 48th Street | The Law of the Land. Thrilling melodrama. |
| Wallack's | Granville Barker in repertoire. |
| Winter Garden | Dancing Around. Spicy vaudeville. |



Guaranteed roofing best responsibility!

Why accept a doubtful guarantee on roofing when you can get one signed by the largest manufacturer of roofing and building papers in the world, with a saving in cost in the long run?

Buy materials that last

Certain-Teed Roofing

is guaranteed in writing 5 years for 1-ply, 10 years for 2-ply, and 15 years for 3-ply, and the responsibility of our big mills stands behind this guarantee. Its quality is the highest and its price the most reasonable.

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Asphalt Roofings (all grades and prices)
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Asphalt Felts
Deadening Felts
Tarred Felts
Building Papers
Insulating Papers
Wall Boards
Plastic Roofing Cement
Asphalt Cement
Roof Coating
Metal Paints
Outdoor Paints
Shingle Stains
Tar Coating

General Roofing Mfg. Company

World's largest manufacturers of Roofing and Building Papers

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Philadelphia Atlanta Cleveland Detroit
St. Louis Cincinnati Kansas City Minneapolis
San Francisco Seattle London Hamburg Sydney

64TH ANNUAL STATEMENT OF

66 Broadway
New York

The Manhattan Life

66 Broadway
New York

Insurance Company

THOMAS E. LOVEJOY, President

JANUARY 1st 1915

ASSETS

| | |
|---------------------------|------------------------|
| Bonds and Stocks | \$3,277,905.00 |
| Bonds and Mortgages | 7,264,750.00 |
| Real Estate | 5,545,618.81 |
| Loans to Policyholders | 4,578,291.86 |
| Cash in Banks and on Hand | 385,045.25 |
| Other Assets | 590,279.43 |
| TOTAL | \$21,641,890.35 |

LIABILITIES

| | |
|--|------------------------|
| Insurance Reserve Fund | \$19,589,539.00 |
| Claims Awaiting Proof | 144,370.87 |
| Dividends Due Policyholders | 119,832.99 |
| All Other Liabilities | 192,530.37 |
| Capital Stock | 100,000.00 |
| Surplus (including amount provisionally ascertained) | 1,495,617.12 |
| TOTAL | \$21,641,890.35 |

Learn to Draw Properly

We teach you how to draw from nature; how to proceed, step by step, the right way. We send you this instruction by mail and your individual training comes under the personal supervision of some of America's foremost illustrators—men of international reputation.

This school has been established 11 years and has developed many first-class illustrators who are today earning good incomes from their art.

We cannot handle a great many students, so, if you are interested, write immediately for terms and particulars.



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Established 1903

112 East 19th Street, New York

EXCLUSIVE COUNTY REPRESENTATIVES WANTED

BIG MONEY FOR THE RIGHT MEN

We want a Fox Dealer in every County in the United States where we are not already represented. Our slogan for 1915 is "Every Town a Fox Typewriter Town." If you have just a few dollars to invest, here is your opportunity to get into a strictly high-class, profitable, permanent business, with a million dollar company right back of you every minute.

WRITE FOR OUR 1915 SELLING CONTRACT

Don't waste your time, and ours, writing, unless you mean business. No former selling experience necessary—just a clean character, a natural American Hustle, and a few dollars, is all you need. Never was there a better time than right now to make this start for yourself. Don't wait—write at once.

Please mention Leslie's Weekly for Feb. 11.

From Leslie's Weekly for Feb. 11.

Name.....
Address.....



FOX TYPEWRITER COMPANY
7202-7232 Front Avenue, Grand Rapids, Mich.

In answering advertisements please mention "Leslie's Weekly"

What are you going to do about this— Tire Price-List REVOLUTION?

THE Mexican Silver "Dollar" will buy only about 60 cents' worth in U. S. A. Yet its **name** is "Dollar"—It "**listens**" just as well, and **looks** just as good as if it had 100 cents' worth of Buying Power.

It is a "Promise to Pay" more Value than it can **deliver** to "Bearer."

In this it resembles Tire "Price-Lists."

The Man who has accepted the figures on the average Tire Manufacturer's Price-List, as the **VALUE** of the Tire, should accept (with better reason) the Mexican Government's figures on its Silver Dollar at par.

The Man who thinks he is getting "a Bargain" when he is quoted 10%, 15%, or even 25% **off** certain Tire Price-Lists, should sally forth and, for same reason, buy up the available supply of Mexican Dollars at 10% off, 15% off, or even 25% off par.

But, when he takes them to the **Bank**, for deposit, he will find that "the Bargain" had two sides to it,—and that **he** had secured the "short" side.

♦ ♦ ♦

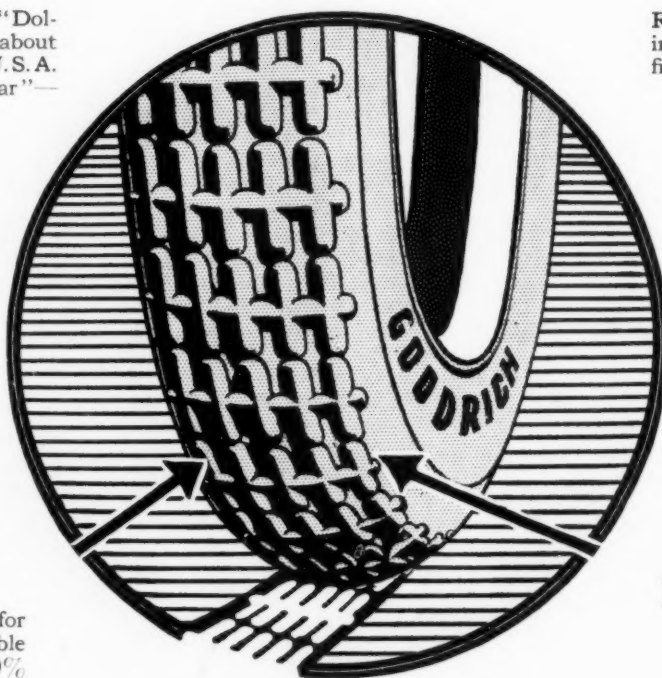
THERE is only one **ready** way to determine Tire Value, in **advance** of wearing out the Tire.

That is to measure its price, for a given size, against the price of the most **standardized** Tire in the field.

This means measure it against the **bona-fide** Price-List Price of the **GOODRICH** Tire.

Because,—the B. F. Goodrich Co. Factory is not only the longest-established, most-experienced, and best-equipped,—but has an annual production of over 90,000,000 pounds of Rubber Goods yearly.

That justifies **YOU** in believing that its purchasing of



Compare these Goodrich "Fair-List" prices, showing tremendous reductions, with prices you have previously paid. For instance, old price on Goodrich 34x4, Smooth Tread, \$24.35. Present "Fair-List" price, \$19.40. Ask your dealer for Users' Net Price List, showing prices on all sizes.

| SIZE | PLAIN TREAD | SIZE | SAFETY TREAD |
|---------|-------------|---------|--------------|
| 30 x 3 | \$9.00 | 30 x 3 | \$9.45 |
| 30 x 3½ | 11.60 | 30 x 3½ | 12.20 |
| 32 x 3½ | 13.35 | 32 x 3½ | 14.00 |
| 33 x 4 | 19.05 | 33 x 4 | 20.00 |
| 34 x 4 | 19.40 | 34 x 4 | 20.35 |
| 36 x 4½ | 27.35 | 36 x 4½ | 28.70 |
| 37 x 5 | 32.30 | 37 x 5 | 33.90 |
| 38 x 5½ | 43.80 | 38 x 5½ | 46.00 |

between **GOODRICH-STANDARD** valuation, and 9 leading Makes of Tires, no one of them superior to **GOODRICH**, as Mileage **TESTS** will **prove**.

| | Goodrich | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "I" | "J" |
|--------------------------------------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Retail List-Price | \$19.40 | \$24.35 | \$24.35 | \$25.85 | \$26.20 | \$26.30 | \$28.30 | \$29.90 | \$30.50 | \$33.00 |
| Goodrich Valuation | \$19.40 | 19.40 | 19.40 | 19.40 | 19.40 | 19.40 | 19.40 | 19.40 | 19.40 | 19.40 |
| Overcharge above "Goodrich-Standard" | | \$4.95 | \$4.95 | \$6.45 | \$6.80 | \$6.90 | \$8.90 | \$10.50 | \$11.10 | \$13.60 |

Observe that a Retail Dealer could "**DISCOUNT**" the above **competing** Tire Price-Lists to the extent of **bottom line** figures, on 34 x 4 Plain Tread, and still give you **LESS intrinsic Value than** **GOODRICH** Tires when sold at **PAR** of its List-Price.

Similar differences in **VALUE** apply, of course, on all other sizes.

Compare these prices **carefully** with what you have paid for other Tires of **dependable** Make.—

Then ask yourself what **YOU** are going to do about it!

THE B. F. GOODRICH CO.
Akron, O.

GOODRICH— FAIR-LISTED TIRES



B. K. ROBERTS
Brig. Gen'l United States Army

"Tuxedo is recognized as the favorite of all tobaccos. Its mild and fragrant qualities are unequalled."

B. K. Roberts



HON. WM. SCHLEY HOWARD
Member of Congress from
Atlanta, Ga.

"Tuxedo is the smoker's delight. To get real joy and comfort, smoke Tuxedo. A pipeful of it will convince the most skeptical."

Wm. Schley Howard



KING BAGGOT
Moving Picture Actor
Star of Universal Film Company

"Tuxedo tobacco in a sweet crusted old briar pipe is my favorite source of relaxation. No other tobacco compares with Tuxedo."

King Baggot

For the "Smoke of Battle" and the "Pipe of Peace"

HERE are today's marching orders: Turn in at the first tobacco shop, get some Tuxedo and "fire-up" at will. It's good for you when you're going into action—and when you're at peace with the world. You're bound to win all along the line when you smoke Tuxedo.

Watch the men that do smoke Tuxedo and you'll find they're all brainy fellows, full of the old "get-there" spirit and feeling bully all the time.

Tuxedo

The Perfect Tobacco for Pipe and Cigarette

Money can't buy a better tobacco than Tuxedo—made from the cream of the Burley crop, chosen for its superb mildness—treated by the famous "Tuxedo Process" which takes out every particle of bite and sting.

The "Tuxedo Process" is the *original* and best. Don't be sidetracked by any imitations that have come along later and claim to be "just as good." Nothing that's "just as good" is ever the *best*.

Get yourself some mellow Tuxedo today. Smoke all you want, pipeful after pipeful. You'll come up smiling every time.

YOU CAN BUY TUXEDO EVERYWHERE

Convenient, glassine-wrapped
moisture-proof pouch . . . **5c**

In Tin Humidors, 40c and 80c

Famous green tin, with gold
lettering, curved to fit pocket **10c**

In Glass Humidors, 50c and 90c

We Give You This Fine Leather Tobacco Pouch

Every smoker appreciates a leather tobacco pouch. This handy, serviceable, Tuxedo Draw-Pouch is made of fine, soft, flexible tan leather, with a draw-string and snap that closes pouch tight and keeps tobacco from spilling.

Send us 10c and your tobacco dealer's name, and we will mail you prepaid, anywhere in U. S., a 10c tin of TUXEDO and this handsome Leather Draw-Pouch. We gladly make this offer to get you to try TUXEDO. Address

THE AMERICAN TOBACCO COMPANY
Room 1278, 111 Fifth Avenue New York



Illustration
one-third
of actual
size.



ORVILLE HARROLD
Great American Tenor
Member of Century Opera Co.,
New York

"Tuxedo tobacco has made possible for me the pleasure and comfort of pipe smoking. It does not irritate my throat like other tobaccos; it gives me the relaxation I need after singing."

Orville Harrold



G. W. ATKINSON
Associate Judge, U. S. Court of
Claims, and Ex-Governor
of West Virginia.

"The fragrance of Tuxedo is extremely pleasant to the smoker and those about him. Exceptional mildness and mellowness are other attractive properties of this excellent tobacco."

G. W. Atkinson



LINCOLN BEACHEY
Well known Aviator

"After a strenuous afternoon in the air nothing is more satisfying to me than a pipe full of Tuxedo. It is a faithful companion during my present vaudeville tour."

Lincoln Beachey



ALADDIN READI-CUT HOUSES

Sold by the *Golden Rule*

*a dollar-a-Knot
guaranteed*

The Last Knot

The famous 1914 guarantee of \$1.00 per knot paid for every knot found in Aladdin Red Cedar siding is continued for 1915, AND we have swept the last knot from Aladdin lumber inside and out. Every Aladdin House in 1915 will be furnished with knotless siding, knotless shingles, knotless outside finish, knotless porch work, knotless flooring, knotless inside finish, knotless door casings, stairwork—knotless inside and outside. Where can you buy as good a home?

Tenant Houses

The Aladdin mills are especially equipped for large orders. Large corporations, mine operators and railroad companies have recognized the low cost advantages of the Aladdin System, also the saving of time in erection. A recent order for sixty-one Aladdin Houses was shipped complete eleven days after the order entered the mill.

Immediate Shipment

ALADDIN Golden Rule Service

To serve you as you would be served in the planning, selecting, arranging, pricing, shipping, erecting and completing of your home—Golden Rule Service rests on a foundation built of the best brains obtainable; experienced, in the science and art of designing, manufacturing, building and decorating of HOMES. Aladdin Golden Rule Service seeks to smooth the many rough places encountered by the inexperienced home builder. Bending all things toward earning and holding your confidence, good will, thoughtfulness and courtesy govern all transaction.

5 ROOM ALADDIN READI-CUT HOUSE \$298

A complete 5-room year 'round home complete for \$298. Price includes all material cut-to-fit. The average waste of lumber in building a house is 18 per cent. \$18 out of every \$100 of your money goes into the waste pile. You pay \$100 and get \$82 value. The Aladdin Read-Cut System saves you this loss. It puts the \$18 into the house. It gives you a better house for less money. We own and operate the largest mill in the world devoted to the manufacture of Read-Cut Houses. We ship more complete houses than any manufacturer in the United States. We give the strongest guarantee of satisfaction ever made to the home builder.

Highest Award for Aladdin Read-Cut Houses from State STATE OF MICHIGAN

WHEREAS, It is the province of the MICHIGAN AGRICULTURAL SOCIETY to recognize and assist in advancing all improvements, both along Agricultural lines; and

WHEREAS, The conservation of time and material in the construction of buildings is distinctly along the line of such advancement; and

WHEREAS, The Aladdin house constructed by the NORTH AMERICAN CONSTRUCTION COMPANY for the Northeastern Michigan Development Bureau, which house has been recently erected on the grounds of the Michigan Agricultural Society, is a strong demonstration of saving of expense in building by scientific, practical, economical and successful conservation of material; in the elimination of waste in both material and labor; and

WHEREAS, The North American Construction Company originated, perfected and established the Read-Cut System of Construction, therefore be it
RESOLVED, That the Michigan Agricultural Society does hereby award to the NORTH AMERICAN CONSTRUCTION COMPANY a certificate of merit consisting of a Gold Medal suitably inscribed and the same is hereby authorized.

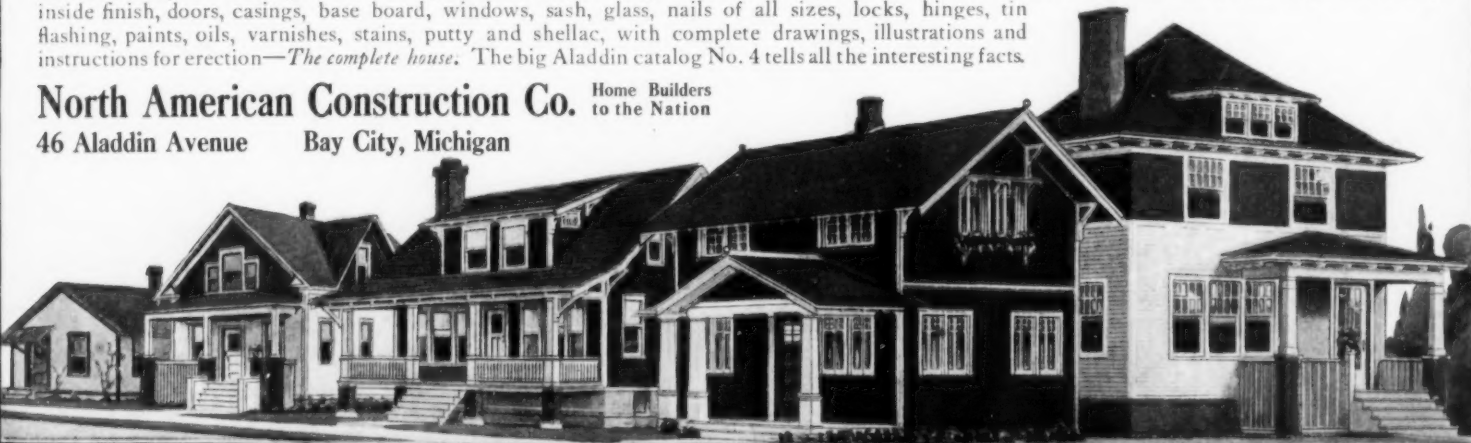


Aladdin Originated and Perfected Only Read-Cut System Known

Aladdin houses are complete. You get material absolutely guaranteed to be sufficient for the completion of your house as follows: Sills, cut to fit; joists, cut to fit; studding, cut to fit; building paper; sub-floor, cut to fit; rafters, cut to fit; roof sheathing, cut to fit; siding, cut to fit; outside finish, cut to fit; porch columns, baluster, rail, flooring and frame work, cut to fit; flooring, cut to fit; lath and plaster or plaster board, inside finish, doors, casings, base board, windows, sash, glass, nails of all sizes, locks, hinges, tin flashing, paints, oils, varnishes, stains, putty and shellac, with complete drawings, illustrations and instructions for erection—The complete house. The big Aladdin catalog No. 4 tells all the interesting facts.

North American Construction Co. Home Builders
to the Nation

46 Aladdin Avenue Bay City, Michigan



This House

\$298

This House

\$797

This House

\$1355

This House

\$797

This House

\$1092